

Em. Fisher

SEVENTH
ANNUAL REPORT
OF THE
RAILROAD COMMISSIONER
OF THE
STATE OF VERMONT,
TO THE
GENERAL ASSEMBLY,
1862.

THE SHELDON
ART MUSEUM,
MIDDLEBURY, VT.

MONTPELIER:
WALTON'S STEAM PRINTING ESTABLISHMENT.
1862.

W. A. B. B. B.

RAILROAD COMMISSIONER'S OFFICE, }
CHELSEA, OCTOBER 10th, 1862. }

To the Speaker of the House of Representatives :

SIR:—I have the honor to transmit herewith, my report of the condition and management of the railroads in the state for the year ending June 30, 1862, for the use of the General Assembly.

WM. F. DICKINSON,
Railroad Commissioner.

COMMISSIONER'S REPORT.

To the General Assembly of the State of Vermont :

The undersigned has the honor to submit for your consideration, the following report of the condition and management of the railroads in this state for the year ending, June 30, 1862, agreeable to an act in addition to chapter twenty-six of the Compiled Statutes in relation to railroads, approved November 16th, 1855, and an act relating to the appointment and duties of railroad commissioner, approved November 18th, 1856.

Soon after entering upon the duties of railroad commissioner, I made a partial examination of the principal railroad lines within the state, and finding the general condition of the track and road-bed quite satisfactory, I did not deem it important at that time to go into so minute and thorough an examination of the roads as I have since done, my predecessor having so recently made a complete examination of all the railroads throughout the state.

The great depth of snow during the past winter, rendered the running of trains unusually laborious, and much credit is due the managers of the various railroads throughout the state for the energy put forth and the perseverance shown in keeping the track clear from snow, or so nearly so, as to cause but trifling delay to passengers or freight at any time

during the winter. Notwithstanding the severe winter, the general condition of the various railroad tracks within this state at the opening of spring was found quite good, and aside from the damage caused by the spring freshets to some of our roads, the road-beds and track were put in good order (with few exceptions) without unusual expense or delay.

The spring freshets proved quite disastrous to some of the roads; the Rutland and Burlington, Vermont Valley, Vermont & Massachusetts, Vermont & Canada and the Connecticut & Passumpsic, each suffering to a greater or less extent. The roads suffering the largest amount of damage, being the Rutland & Burlington, the Vermont Valley, and the Vermont & Massachusetts.

The Vermont Valley road being but twenty-three miles in length, some eight or ten miles of which was submerged, and some five miles more or less damaged, requiring new trestle work and new embankments at five different places on the road, at an expense to the corporation (as I am informed by the superintendent) of some seven thousand dollars.

The Vermont & Massachusetts road, but ten miles of which is within this state was damaged to the amount of some three thousand dollars, half to three-fourths of a mile of track and road-bed being washed out. A few days delay in running the trains upon the two last mentioned roads was occasioned by this flood, but the managers of these and also of the other roads mentioned as suffering by the freshet, put forth extraordinary efforts to place their roads in a safe condition for passing of trains so that but little inconvenience to the traveling public was experienced.

Never since the invention of the steam engine and the construction of railroads, have the people so fully realized the benefits of the railroad system, as within the past year, or

since the pending gigantic and unholy rebellion. The facility with which large bodies of men, and enormous amounts of supplies for the army, are moved, from the most distant portions of our extended country, to the seat of war, are now fully realized; thus enabling all portions of our country to send forward their patriotic soldiers to the seat of war, with great dispatch, and so equalizing the value of our agricultural and mechanical productions, that our citizens in all portions of our country can participate in furnishing necessary supplies for our great army, with advantage to themselves and their government, that could not be realized without the existence of railroads. The regular daily trains throughout this state have been run during the past year, with unusual promptitude and safety to passengers, delivering the mails in every part of the state with great regularity, thus furnishing our anxious people in these rebellious times with the daily city papers in but few hours from the press.

In performing the duties of railroad commissioner, I have endeavored to keep in view the union of interests between the railroad companies and the public, the utmost security being due to the public in their persons and property while passing over the road; and so far as I have been able to discover, the managers of all our roads are fully aware of the responsibility which they incur upon themselves and the corporations which they represent, by allowing their bridges to go to decay, or suffering their road-bed and track to remain in an unsafe condition.

The pecuniary condition of our railroad companies is such that the utmost economy in the management of the roads is necessary, and I believe is exercised, to a great extent, by the present managers of the railroads within this state.

It is incumbent upon the managers of our railroads to know, with the greatest possible certainty, that every structure and every portion of their road, as well as all their locomotives and cars, are in such safe condition that no danger can be apprehended.

Each of our principal railroad companies keep their regular road master, to care for and keep the track in order; and their regular bridge master, whose duty it is to look after and know that all their bridges are safe; and on inquiry of the bridge master of one of our well managed railroads in regard to his instructions from the managers of the road, his reply was, "I am instructed not to *guess*, but to *know*," that every bridge upon the line was safe, as their company were too poor to take unnecessary risks.

So far as the commissioner has been able to discover, such outlays as are demanded to secure the public safety, in rebuilding and repairing their structures, are in most instances freely made by our present railroad managers. Keeping in view the financial condition of the companies which they represent, unimportant or unnecessary expenditures for embellishment or to gratify the taste, should not be entered into, nor should such outlays be required by the public; neither should a railroad corporation allow the low condition of their finances to prevent or defer the reconstruction of a bridge until some future period, which public safety demands should be immediately rebuilt.

The police regulations of the roads are generally such that if strictly enforced and adhered to, little danger need be apprehended from collisions or accidents, which too frequently occurred in the early history of our railroads. That the public may better understand the general regulations of our well managed railroads, I take the liberty here to in-

sert a portion of the printed regulations of one of our roads, which was placed in my hands by the superintendent, as follows :

REGULATIONS.

1. No train will leave a station under any circumstances before its time, as specified in the time-table.

2. Gravel and extra trains will keep at least fifteen minutes out of the way of regular trains.

3. Any extra train following a passenger or freight train will proceed with great caution, keeping at least one mile in the rear of it.

* * * * *

6. On approaching all stations and road-crossings, the whistle must be sounded.

7. The bell must be rung eighty rods before crossing any road, and must be rung until it is passed. Any omission will be sufficient for a discharge.

8. A white flag posted on the track, denotes a bad place, which must be passed cautiously. If a red flag is shown, the train must stop.

9. No extra engine or train shall be run except by orders of the superintendent, or in his absence, the master mechanic.

10. Cross all roofed bridges without steam when practicable, and never exceed ten miles per hour. The speed of the train should be reduced to its minimum, and the brakes let off before entering upon the bridge.

11. Section men will at all times when the track is obstructed, (by taking out rails or otherwise) send a red flag in each direction, so that any extra or regular trains approaching, will have ample time to stop.

12. No train must be run faster than time-table time, without special instructions.

* * * * *

14. Approach all stations slowly, pass all switches cautiously, and be sure the switch is seen by its lever to be right. No excuse will be received for running off a switch when the lever shows it to be wrong.

15. A flag or lantern, raised across the track, is a signal for stopping trains.

16. All night trains must carry a light in front, and a red light on rear of train.

17. The position of brakemen on passenger trains when

in motion, is on the platform of the cars. The position of one brakeman on freight trains when in motion, is on the rear car; and when running at night, he will in all cases, see that a red lantern is on the rear end of the train.

18. Freight trains will in all cases keep entirely out of the way of all passenger trains, never leaving a station unless it has full time to arrive at the next station ten minutes before the time of arrival of passenger trains.

19. If it shall be found impracticable from any cause, for a train, in passing from one station to another, to reach the station to which it is proceeding in season, and another train is expected, then the conductor will send a man in the direction of the approaching train with a flag by day, or two lanterns by night, (that he may have a spare one in case one gives out,) to give notice of his position, and should it be necessary to back a train, a man must be sent in advance around the curves, and a sharp look-out observed.

* * * * *

21. All accidents or detentions will be reported at the superintendent's office immediately on arrival.

Most of the bridges upon that portion of the Atlantic & St. Lawrence road within this state, have been built within the last four years, and are in excellent conditions. The road-bed is in good order but a portion of the iron on that part of the road east of Island Pond, is much worn at the joints and should be repaired, or its place supplied with new iron.

Portions of the Connecticut & Passumpsic River road were badly washed by the spring freshet, requiring new trestle and new filling in several places, but the road has since been put in excellent condition, some new iron has been laid and much of the old has been repaired and relaid; from 8000 to 9000 new ties have been laid the present season. In laying new iron this road is using the Howe chair.

The bridge at Wells River was destroyed by fire the present season and a temporary, trestle bridge built, which was

standing at the time of my last examination of the road. Preparations were then being made for building a substantial permanent bridge, which I am informed has been completed. The other bridges on this road appear to be safe, substantial structures. The bridge over White river near the Junction is a Burr bridge; the timbers are somewhat decayed but the structure has been bound and strengthened by iron rods and is now considered entirely safe.

The Rutland & Burlington road have within the past year added new lattice and otherwise strengthened the bridge, at North Ferrisburgh. The first bridge north of Pittsford has also been repaired, and the bridge south of Cuttingsville, I am informed by the road managers, will be repaired the present season, and a new bridge built east of Rutland over Cold river. The other bridges on this road are in good condition, they are principally the Howe truss bridge, and appear to be good substantial structures.

The road-bed is mainly in good condition, yet in some portions of the road, new sleepers are much needed, and should be supplied. A portion of the iron east of Rutland, was at the time of my examination, much worn, but was at that time being repaired and relaid, and in some places, new iron being substituted for the old.

The Rutland & Washington road, under its present judicious management, is being gradually improved from year to year; there is yet room for great improvements in the road-bed. Too large a portion of the sleepers bear directly upon the clay soil, and the commissioner is of the opinion that quite a large expenditure from the earnings of the road for one or two years, in graveling and ballasting the track, is demanded; and would ultimately prove advantageous to all parties interested in the corporation, by reducing repairs to

the rolling stock on the road, occasioned by its present condition.

The principal bridges on this road (with one exception) have recently been rebuilt or thoroughly repaired, and covered, and are now in good condition. The bridge next south of Poultney station, is old and much decayed. Arrangements were being made at the time of my examination to strengthen the present structure, yet public safety requires that a new bridge should take the place of the old one, without much delay.

A portion of the iron on the Rutland & Whitehall road has been repaired and relaid within the past year. Other portions of it are much worn at the joints and should be repaired or new iron substituted. The bridges on this road appear to be sound and I judge reasonably safe.

The Southern Vermont railroad some six miles of which is within this state, is owned by the state of Massachusetts and is leased to the Troy & Boston railroad company, under a perpetual lease, and is therefore under the control of foreign corporations. The general condition of the road-bed and track is quite satisfactory. There are four bridges on this road over the Hoosic river one of which has been rebuilt, and one other is to be rebuilt the present season as I was informed by the managers.

The Vermont & Canada railroad company are gradually progressing with the work on the new railroad track between Winooski and the terminus of the Rutland & Burlington railroad, at Burlington, agreeable to an act of the General Assembly, approved November 17, 1859. By the conditions of that act, the Vermont & Canada railroad company were required to so far complete the road, as to open it for travel by the 17th day of May, 1861. In compliance with said act,

the road was opened for the passage of trains in the month of May, 1861, and was used for the passage of regular trains during the summer and fall of 1861. At that time it was found necessary to temporarily abandon the use of said road, for reasons more fully set forth in the report of said railroad company, which is hereunto annexed.

I am informed by the managers that the road will be completed and permanently opened for the passage of regular trains early in October of the present year. They have also in process of construction a large and commodious depot at Essex Junction, erected upon a new site, thus obviating many inconveniences to which the traveling public have so long been exposed. The managers of this road are the present season, rebuilding and repairing a portion of the long pile bridge across Lake Champlain at Rouses' Point, also the pile bridge across Missisquoi Bay will be strengthened by driving new piles and supplying new timbers in place of timbers showing signs of decay. They have built a new bridge just north of St. Albans, and at the time of my examination, were making preparations to build a new bridge across Jewett brook in St. Albans. They have also built a new bridge across White river at Sharon, on the Vermont Central road. The bridge across White river at Royalton has been materially strengthened within the past year, by building strong wooden trestle work or supports each side of the stone piers, thus giving great additional strength to the whole structure. The other bridges on the Vermont & Canada and the Vermont Central, appear to the commissioner to be in such condition as to warrant requisite security to passing trains.

The general condition of the track and road-bed at the time of my last examination of the Vermont Central, and the Vermont & Canada roads was quite satisfactory.

The extraordinary large amount of freight which passes over these roads produces its natural effect upon the iron, thus requiring the constant supervision, of the road masters in making necessary repairs to, and supplying new iron in place of, that too much worn to repair. Within the past year, they have laid some 1500 tons of new iron, besides some 3500 tons of newly welded iron, and have also laid some 75,000 new ties. The managers of these roads are making very general use of the Howe chair in relaying their iron, and express themselves fully satisfied of the utility of this improvement in protecting the ends of the rail from wear and giving an easy, uniform motion to cars passing over the road.

Since the spring freshet, the Vermont Valley road has been put in excellent condition; the bridges appear to be safe, two new ones having been built within the past year. The road-bed and track show evident signs of good care upon the part of the managers.

There is but one bridge on the Vermont and Massachusetts road within this state. That one has been repaired and strengthened the present season. The road bed was thoroughly repaired after the spring freshet, and is in good condition.

The principal bridges on the Western Vermont road have been newly covered within the past year. At the time of my examination, I found the bridge over Mill river in Clarendon, in bad condition. The bottom chords on one side of the bridge were broken and drawn entirely apart, which to all appearance, must have been done by an express train which immediately preceded me. Measures were immediately taken by the road managers, (one of whom accompanied me) to support the bridge by trestle-work until more thorough repairs could be made. The timbers in this bridge do

not appear to the commissioner to be of sufficient strength or size for a railroad bridge of over one hundred and fifty feet span, without other supports, and I so advised the managers of the road. This remark is equally applicable to other bridges on this road. I have more recently been advised by the superintendent of the road that the bridge above alluded to has been thoroughly repaired. One trestle-bridge over Otter creek, was much decayed. I am also informed by the superintendent that a new bridge has been built in place of it since my examination.

A very remarkable accident occurred on this road during the past winter. Some two miles south of Shaftsbury, a passenger train was blown from the track, down the embankment, which I judge to be some twenty feet high at that point, instantly killing Rev. Dr. Dwight of Constantinople, and so injuring John F. Robinson, the road master, that he died in about four hours. Four other persons were slightly injured. The track where the accident occurred was a straight line, and I am informed by the managers of the road, was in perfect order. An inquest was held on the body of Dr. Dwight, and the fact that the train was blown from the track fully substantiated.

Complaints have been made to the commissioner in one or more instances, within the past season, relative to the connections of trains, or rather the *want of proper connections* to accommodate passengers. In one instance, long travel or through passengers, were detained and discommoded. In other instances, way passengers were not fully accommodated. I have in such instances, conferred with the managers of the roads in regard to such complaints, and when found to be well founded, have generally succeeded in procuring some new arrangement which would apparently better

accommodate the public. Inconveniences to the travelling public must necessarily arise, to a greater or less extent. The time-tables of most of our roads are arranged to accommodate the long travel, or to connect with the roads leading to and from the large towns and cities in distant states, from which business our roads receive their principal support. It is therefore quite impossible, in many instances, to fully accommodate all classes of travel, both through and way passengers, to their entire satisfaction, without running a greater number of trains than our roads in their present financial condition can support.

The railroad corporations within this state required by law to make reports annually, to the railroad commissioner, are as follows, viz :

Atlantic & St. Lawrence railroad, which is leased to the Grand Trunk railroad company of Canada.

Passumpsic & Connecticut Rivers road.

Rutland & Burlington — road in hands of trustees.

Rutland and Washington — road in hands of trustees.

Rutland & Whitehall — road leased perpetually to the Saratoga & Washington railroad company of the state of New York.

Southern Vermont — road leased to the Troy & Boston railroad company in the state of New York, but owned by the state of Massachusetts.

Vermont & Canada — road leased perpetually to the Vermont Central.

Vermont Central — road in the hands of trustees.

Vermont Valley — road in the hands of trustees.

Western Vermont — road in hands of trustees, who have leased the road to the Troy and Boston railroad company of the state of New York.

Reports have been received by the commissioner from the managers of the before named roads in the following order, namely :

Vermont & Massachusetts, August 25th.

Vermont & Canada, August 27th.

Vermont Valley, September 1st.

Atlantic & St. Lawrence, September 2nd.

Vermont Central, September 10th.

Passumpsic & Connecticut Rivers, September 17th.

Western Vermont, September 19th.

Rutland & Washington, September 26th.

Rutland & Whitehall, September 27th.

Rutland & Burlington, October 2nd.

Southern Vermont. No report received by the commissioner.

In making an examination of the several railroads within the state, every facility has been extended to the commissioner which he could reasonably desire. Special trains have been furnished in all instances when required to enable the commissioner to make a thorough examination of all, or any portion, of the several roads, and he has been accompanied by some of the managers of the various corporations upon such occasions, for which accommodations and gentlemanly courtesies he begs leave to return to them his grateful acknowledgements.

That the reports may become more uniform than in former years, I have adopted the same form of report originated by my late predecessor in his last annual report, copies of which were furnished to each of the several corporations to

fill, which is in the form following; and by comparison it will readily be seen in what particulars the reports as returned, differ from the prescribed form.

All of which is respectfully submitted,

WM. F. DICKINSON,

Railroad Commissioner.

Chelsea, October 10th, 1862.

DOCUMENTS.

Form of Annual Report required by the Commissioner of the several railroad companies for the year ending June 30, 1862:

ANNUAL REPORT OF THE——RAILROAD COMPANY, FOR
THE YEAR ENDING JUNE 30, 1862.

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discount, &c., amount of funded debt, floating debt—rate of interest—amount of interest coupons due and unpaid.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,

Expended since last report viz :

For graduation and masonry,

“ bridges,

“ rails,

“ chairs, spikes and ties, .

“ laying superstructure,

“ buildings and fixtures,

NOTE.—State, also, the progress of the work, cost of graduation, superstructure, and all incidental expense, on any extension or alteration of road, to June 30, 1862.

Also state the amount paid for interest, discount, &c., charged to construction account.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,

" " completed,

" " branches,

" " side tracks,

Weight of rail per yard,

NOTE.—State length of road, branches and side tracks within the State.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging, in feet.
Trestle bridging			
Truss bridging, 50 feet span and under...			
Truss do., from 50 to 100 feet span.....			
Truss do., from 100 to 150 feet span.....			
Truss do., 150 feet span and over.....			
Draw bridges.....			
Total			

Number of road crossings at grade,

Number of road crossings above and below grade,

Number of cross ties per mile,

Chairs, number per mile,

Whole number of switches on main track,

GRADIENTS AND ALIGNMENT.

Level, number of miles,
 Maximum grade,
 Amount of straight line, miles,
 Amount of curved line, miles,
 Maximum radius,
 Minimum radius,
 Sum of ascents going in one direction,
 Sum of ascents going in opposite direction,
 Height of termini and summit above tide water,

BUILDINGS AND FIXTURES.

Passenger houses,
 Freight houses,
 Engine houses,
 Repair shops,
 Water stations,
 Dwellings,
 Wood sheds,
 Turn tables,

Other buildings, as follows :

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1862.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....					
Requiring slight repairs.....					
Requiring heavy repairs.....					
Worn out					

Number of cars owned by the company, June 30, 1862.

First class 8 wheel passenger cars in good repair,

First class 8 wheel passenger cars wanting repair,
 Second class 8 wheel passenger cars in good repair,
 Second class 8 wheel passenger cars wanting repair,
 Baggage, express and mail cars in good repair,
 Baggage, express and mail cars wanting repair,
 Covered freight and cattle 8 wheel cars, in good repair,
 Covered freight and cattle 8 wheel cars, wanting repair,
 Platform 8 wheel cars, in good repair,
 Other freight cars,
 Gravel cars,
 Average weight of passenger cars,
 " " baggage "
 " " box "
 " " platform "

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,
 Miles run by freight trains,
 Miles run by gravel and construction trains,
 Miles run by wood trains,
 Number of through passengers carried in cars,
 Number of way passengers,
 Number of passengers having passes,
 Number of miles traveled by way passengers,
 Average distance traveled by way passengers,
 Number of miles traveled by passengers having passes,
 Number of tons of through freight,
 Number of tons of way freight,
 Number of tons of way freight carried 1 mile,
 Number of tons of through freight moved towards market,
 " " " " " from "
 " " " way " towards "
 " " " " " from "
 Average rate of speed of ordinary passenger trains,

Average rate of speed of express trains,
 Average rate of speed of freight trains,
 Rate of fare charged first class through passengers, per mile,
 Rate of fare charged first class way passengers, per mile,
 Average rate of fare charged second class passengers, per mile,
 Rate per ton per mile charged on 1st class through freight,
 Rate per ton per mile charged on 2d class through freight,
 Rate per ton per mile charged on 3d class through freight,
 Rate per ton per mile charged on 4th class through freight,
 Rate per ton per mile charged on 1st class way freight,
 Rate per ton per mile charged on 2d class way freight,
 Rate per ton per mile charged on 3d class way freight,
 Rate per ton per mile charged on 4th class way freight,
 Total number of passengers carried 1 mile,
 Total number of tons of freight carried 1 mile,

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1862.

Ordinary repairs of road bed and superstructure,	\$
Extraordinary repairs of road bed,	
Cost of new rails used in repairs,	
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	
Number of cross ties used for renewals,	
Cost of same,	
Cost of relaying rails and ties,	
Insurance and taxes on real estate,	
Repairs of bridges,	
“ stations,	
“ fences,	
“ masonry,	
Total,	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,
 Repairs of passenger and baggage cars,
 Repairs of freight cars,
 Repairs of tools and machinery in shops,
 Oil used about workshops,
 Fuel,
 Waste,
 Other items in detail as follows :
 Total,

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1862.

Wood, including the cost of preparing the same,
 Number of cords of wood used by locomotives,
 " tons of coal " "
 Number of cords of wood used at stations,
 " tons of coal " "
 Number of cords lost by fire,
 Number of gallons of oil,
 Number of pounds of waste,
 Cost of oil and waste for engines and tenders,
 " " passenger and baggage cars,
 " " freight cars,
 Loss and damage of goods,
 Loss and damage of baggage,
 Damages for injuries to persons,
 Damages to property, including fire and animals killed on
 road,
 Office expenses and stationery,
 Number of agents,
 Number of clerks,

Labor loading and unloading freight,
 Porters and watchmen,
 Switchmen,
 Wood and water station attendance,
 Conductors and baggagemen,
 Brakemen,
 Enginemen and firemen.
 For salaries of trustees, president, directors, secretaries,
 treasurer and superintendent,
 For printing stationery and office expenses,
 For law expenses,
 Other expenses in detail, as follows :

Total,

RECAPITULATION OF EXPENSES.

Maintaining roadway,
 Repairs of machinery.
 Operating,
 Proportion of expenses due to passenger business,
 " " " " freight "
 Total,

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,
 From freight,
 From other sources, viz :
 Expresses,
 Mails,
 Rents,
 Miscellaneous,

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,
For freight business,
For other business, and what,
For interest on funded debt,
For interest on floating debt,
For dividends,
For carried to surplus fund,
For amount of surplus fund,

VALUE OF MATERIALS ON HAND.

Wood, cords of,
Coal, tons of,
Oil, gallons of,
Waste, pounds of,
Iron rails, tons of, old,
Iron rails, tons of, new,
Chairs, pounds of,
Spikes, pounds of,
Ties, number of,
Iron and other metals, unwrought,
Iron and other metals, worked and partly worked,
Lumber,

Other items specified as follows :

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,
Actual cost of transporting passengers per mile,

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1862.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :						
Total,						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track.....				
Struck by bridge, while on top of freight car				
Run over while walking on track....				
Injured at road crossing.....				
Total.....				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,

Amount of compensation,

Conductors of freight trains,

Amount of compensation,

Conductors of wood and gravel trains,	.
Amount of compensation,	
Master mechanics,	
Amount of compensation,	
Road masters,	
Amount of compensation,	
Men in repair shops,	
Amount of compensation,	
Engine men of passenger trains,	
Amount of compensation,	
Engine men of freight trains,	
Amount of compensation,	
Engine men of wood and gravel trains,	
Amount of compensation,	
Firemen,	
Amount of compensation,	
Baggagemen,	
Amount of compensation,	
Switchmen,	
Amount of compensation,	
Section men, (foremen,)	
Amount of compensation,	
Section hands,	
Amount of compensation,	
Watchmen,	
Amount of compensation.	
Station agents,	
Amount of compensation,	
Other laborers,	
Amount of compensation,	
Clerks connected with passenger business,	
Amount of compensation,	

Clerks connected with freight business,
Amount of compensation,
Superintendent of bridges—salary,
Wood agent “
Other agents—how employed—and the salary of each, as follows, viz. :

The treasurer is required to state the amount of surplus (if any) the amount of net earnings on 31st Aug., 186 —also the net earnings up to 30th June, 1862—and to state amount of payments to surplus fund—payments of interest, coupons, on funded debt, and other disbursements in detail, so as to show the true condition of the finances of the company on the 30th day of June, 1862. Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

STATE OF VERMONT, }
COUNTY, SS. } day of 186

I, treasurer of
the railroad
company, do solemnly swear that the above is a true state-
ment of the condition of the finances of said company, their
trustees, or assignees or lessees, on the 30th day of June
186

Treasurer.

Sworn before me.

Justice of the Peace.

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,
President,
Superintendent,
Treasurer,

NOTE.—State the amount of each.

STATE OF VERMONT, }
COUNTY, SS. }

depose and say
that the facts set forth, and statements made in the forego-
ing report, which has been signed by are true and cor-
rect according to the best of knowledge, information
and belief.

Signed,

Subscribed and sworn to before me this day of
18

ANNUAL REPORT

OF THE ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1862.

TABLE A.

STOCK AND DEBTS.

Capital stock authorized by charter,	\$4,000,000
The amount paid in,	2,494,900
Funded debt,	3,472,000
Floating “	nothing
Interest six per cent.	

The coupons are paid by the lessees, and the money is on deposit for payment of all coupons overdue and not presented for payment.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,	\$6,788,204 73
Expended since last report viz :	149 99

Two-thirds of the road was built at a stipulated price per mile, consequently cannot be apportioned.

Nothing has been paid for interest, discount, &c. charged to construction account.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$865,734 76
Total cost of road and equipment,	7,654,089 48

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, (within state of Vermont)	30 1-2 miles
“ “ completed,	30 1-2 “
“ “ branches,	none
“ “ side tracks,	about 1 1-5 miles
Weight of rail per yard,	63 lbs

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging. in feet.
Pile bridging, with one draw,.....	1		1519
Truss bridging, 50 feet span and under...	10	10	400
Truss do., from 50 to 100 feet span.....	2	2	120
Truss do., from 100 to 150 feet span.....	14	14	1750
Truss do., 150 feet span and over.....			
Stone arch bridges.....	2	2	120
Total	29	28	3909

NOTE.—In addition to the above bridges, there are on the line sixteen iron bridges, three of which are three hundred feet in length, in spans of seventy-five feet; one over the Connecticut, one over Wild river and the other over Presumpscot river. Whole length of iron bridges 1510 feet.

Number of road crossings at grade,	63
Number of road crossings above and below grade,	6
Number of cross ties per mile,	2400
Chairs, number per mile,	about 600
Whole number of switches on main track,	about 100

GRADIENTS AND ALIGNMENT.

Level, number of miles, and grades to 20 feet,	97.27
Maximum grade,	60 feet
Amount of straight line, miles,	89 1-2
Amount of curved line, miles,	59 1-2
Maximum radius,	5730 feet
Minimum radius,	955 "
Sum of ascents going in one direction,	1929 "
Sum of ascents going in opposite direction,	757 "
Height of termini and summit above tide water,	1178 "

The charter of the Atlantic & St. Lawrence Railroad within the State of Vermont extends from the Connecticut river at Bloomfield to the boundary line in Norton. But the entire line from Portland to Montreal is worked in divisions, of which the point of junction is at Island Pond in Brighton.

BUILDINGS AND FIXTURES.

Passenger houses,	29
Freight houses,	22
Engine houses,	8
Repair shops,	6
Water stations,	17
Dwellings,	2
Wood sheds,	26
Turn tables,	10

Other buildings, as follows :

Two hotels,
Ten store-houses on wharves in Portland for Ocean and Boston steamers.

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1862.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....		1	12	19	1
Requiring slight repairs.....			2	6	3
Requiring heavy repairs.....					
Worn out					

Number of cars owned by the company, June 30, 1862, 565

First class 8 wheel passenger cars in good repair, 17

Baggage, express and mail cars in good repair, 7

Covered freight & cattle 8 wheel cars, in good repair,	} 541
Covered freight & cattle 8 wheel cars, wanting repair,	
Platform 8 wheel cars, in good repair,	
Other freight cars,	
Gravel cars,	

TABLE E.

BUSINESS OF THE YEAR ENDING DEC. 31st, '61.

Miles run by passenger trains,	129,329
Miles run by freight trains,	398,489
Miles run by gravel and construction trains,	13,785
Miles run by wood trains,	19,806
Number of through passengers carried in cars,	} 127,214
Number of way passengers,	
Number of tons of through freight,	} 258,851
Number of tons of way freight,	

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Books so kept cannot be answered in detail.

COST OF REPAIRS OF MACHINERY.

Books so kept cannot be answered in detail.

TABLE G.

COST OF OPERATING THE ROAD.

Books not classified to conform to above table. Answers cannot be given.

RECAPITULATION OF EXPENSES.

Total, year ending December 31st, 1861,	\$519,127 05
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TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers, (year ending Dec. 31st, '61,)	\$129,703 61
From freight, " "	516,277 42
From other sources, viz :	
Expresses, (year ending Dec. 31st, '61,)	3,908 73
Mails, " "	35,938 00
Rents, " "	3,238 60
Miscellaneous, " "	700 26

Payments other than for Construction.

Dividends on stock not paid the last year ending June 30, 1862.

COST OF TRANSPORTATION.

The statement of receipts and expenses apply to the Portland division, extending from Island Pond to Portland.

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1862.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :	Cannot be answered in detail.					
Total,						

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :	Cannot be answered in detail.					
Total,						

TABLE I.

ACCIDENTS.

No accident, by which any person was injured, has occurred within the state of Vermont during the past year.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

The employees of the company being employed upon the two divisions of the road, one south of Island Pond, extending to Portland; the other north of Island Pond, extending to the boundary line and Montreal, no specific statement can be made under the head of inquiry, as applicable to the state of Vermont.

The earnings of the road are received by the lessees. The lessors having no interest in them while the rent is paid, and the accounts are so kept by the Grand Trunk railway company as not to admit of an answer to the above as contemplated.

The directors of the Atlantic and St. Lawrence railroad company on presenting this their annual report beg leave to offer a copy of their statement made to your predecessor the last year, which is as follows:

“The directors of the Atlantic and St. Lawrence railroad company, in making their answers to the foregoing questions, beg to state, that their road being under lease to the Grand Trunk railway company of Canada, as set forth in a former report, and being under the exclusive management of that company, their information upon which these statement are based, is derived partly from their own records and files,

but principally from the officers and agents of that company at Portland, and from their books and accounts there kept; and though they are not personally cognizant of many of the facts, and state them from information thus derived, and not as wholly within their own knowledge, they have no doubt of the correctness of the statements made.

As the books of the company have been from the first, and are now kept in a method to conform to the requirements of another jurisdiction, very many of the questions in the tables cannot be answered; and such as are answered must apply to the whole line of road from Portland to the line of Vermont. Answers are, however, given as fully as the information in their possession will admit of. The same course, substantially, has been adopted by the directors in their reports to the Vermont authorities during the time their road has been under lease, and they trust that in this case it will be satisfactory. They have no doubt, if more explicit answers are required upon any matter, it will be readily furnished by the lessees of the road, so far as it is in their power so to do, intimation to that effect being given to them, or to the authorized agents or officers on the line."

STATE OF MAINE, }
CUMBERLAND COUNTY, SS. }

The subscribers, a majority of the directors of the Atlantic & St. Lawrence railroad company, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us are true and correct according to the best of our knowledge, information and belief.

Signed, CHAS. E. BARRETT, }
I. B. BROWN, }
BYRON GREENOUGH, } *Directors.*
J. L. FARMER, }
H. I. LIBBY. }

Subscribed and sworn to before me this 30th day of August, 1862.

P. BARNES, *Justice of the Peace,*
within and for said county of Cumberland.

ANNUAL REPORT

OF THE PASSUMPSIC & CONNECTICUT RIVERS RAILROAD
COMPANY, FOR THE YEAR ENDING MAY 31, 1862.

TABLE A.

STOCK AND DEBTS.

Capital stock authorized by charter,	\$3,000,000
Number of Shares:	
Six per cent. guarantied stock,	492 shares
Six per cent. preferred stock,	8,330 "
Stock not preferred—par value \$100,	3,982 "
	<u>12,804</u>
Funded debt,	\$800,000 00
Average rate of interest on funded debt,	
and paid semi-annually,	6 per cent
Coupons due and not presented,	\$1,608 00

TABLE B.

COST OF CONSTRUCTION.

For graduation,	\$655,939 35
For bridges and masonry,	185,252 47
“ rails,	} 467,054 59
“ chairs, spikes and ties,	
“ laying superstructure and iron,	

For buildings and fixtures,	56,146 85
“ land damages, &c.,	110,085 72
“ engineering,	28,547 96
“ locomotives,	71,328 76
“ passenger cars,	40,595 00
“ freight cars,	73,498 00
“ general expenses,	35,942 74
“ fuel,	513 13
“ interest,	58,637 38
“ amount expended north of St. Johnsbury, } as per last report,	783,944,97

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$193,421 76
Expended since last report, as per appraisal,	2,225 00
Total cost of road and equipment,	195,646 76

New Cars built during the year.

5 box cars,
2 butter cars,
1 drover's saloon,
1 hand car,
1 snow plough,

Cars repaired.

12 box cars, thoroughly repaired,
2 platform cars, “ “
3 passenger cars, “ “
1 mail car, “ “
6 box cars rebuilt,
2 platform cars rebuilt,

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	110 miles
“ “ completed,	91 “
“ “ branches,	none
“ “ side tracks, 58 in number,	34,800 feet
Weight of rail per yard,	56 lbs

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging. in feet.
Trestle bridging		1	
Truss bridging, 50 feet span and under...	18	1	600
Truss do., from 50 to 100 feet span.....	1	1	80
Truss do., from 100 to 150 feet span.....	6	2	1168
Truss do., 150 feet span and over.....	2	3	356
Draw bridges,			
Total	27	8	2140

Number of road crossings at grade,	60
Number of road crossings above and below grade,	6
Number of cross ties per mile,	2,000
Chairs, number per mile,	680
Whole number of switches on main track,	56

GRADIENTS AND ALIGNMENT.

Maximum grade,	52 8-10 feet
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BUILDINGS AND FIXTURES.

Passenger houses,	3
Freight houses,	18
Engine houses,	3
Repair shops,	3
Water stations,	12

Dwellings,	7
Wood sheds,	16
Turn tables,	2

Other buildings, as follows :

Car houses,	3
Building rented as store and occupied as general offices,	1
	<hr/> 68

EQUIPMENT.

Number of locomotives owned by the Company on the 31st day of May, 1862.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....			4	1	
Requiring slight repairs.....			1	1	
Requiring heavy repairs.....			1		
Worn out,					

Number of cars owned by the company, May 31, 1862:

First class 8 wheel passenger cars in good repair,	4
First class 8 wheel passenger cars wanting repair,	4
Baggage, express and mail cars in good repair,	3
Baggage, express and mail cars wanting repair,	1
Covered freight & cattle 8 wheel cars, in good repair,	128
Covered freight & cattle 8 wheel cars, wanting repair,	17
Platform 8 wheel cars, in good repair,	32
Other freight cars,	2
Gravel cars,	20
Average weight of passenger cars,	24,000 lbs
“ “ baggage “	17,000 “
“ “ box “	14,000 “
“ “ platform “	12,778 “

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	}	99,639 miles
Miles run by freight trains,		
Miles run by gravel and construction trains,		
Miles run by wood trains,		
Number of through passengers carried in cars,	}	53,978
Number of way passengers,		
Number of tons of through freight,		22,470 ²³⁰ / ₂₀₀₀ *
Number of tons of way freight,		No account kept
Average rate of speed of ordinary passenger trains, including stops,		23 miles per hour
Average rate of speed of express trains,		None
Average rate of speed of freight trains, including stops,		10 miles per hour
Rate of fare charged 1st class through pass'g's, per mile,		3c.
Rate of fare charged first class way passengers,		3 1-2 to 4c.
Average rate of fare charged second class passengers, per mile,		none,
Rate per ton per mile charged on 1st class through freight,		4 1-2c.
Rate per ton per mile charged on 2d class through freight,		3 95-100c.
Rate per ton per mile charged on 3d class through freight,		3 90-100c.
Rate per ton per mile charged on 4th class through freight,		2 3-4c.
Rate per ton per mile charged on 1st class way freight,	}	5c
Rate per ton per mile charged on 2d class way freight,		
Rate per ton per mile charged on 3d class way freight,		
Rate per ton per mile charged on 4th class way freight,		
Total number of passengers carried 1 mile,		No acc't kept
Total number of tons of freight carried 1 mile,		" " "

* Exclusive of way freight.

Lumber down Connecticut river, 5,156,056 feet.

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending May 31, 1862:

Ord'y repairs of road bed and superstructure,	}	\$20,078 57
Extraordinary repairs of road bed,		
Cost of new rails used in repairs,		
Number and weight of chairs,		
Weight of spikes,		
Cost of repairs of rails,		
Number of cross ties used for renewals, 8,300		
Cost of same, \$1,760		
Cost of relaying rails and ties,	}	1,048 89
Insurance and taxes on real estate,		
Repairs of bridges,		570 06
“ stations & buildings and new buildings,		4,993 05
Total,		\$26,690 57

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	}	\$22,428 55
Repairs of passenger and baggage cars,		
Repairs of freight cars,		
Repairs of tools and machinery in shops,		

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1862:

Wood, including the cost of preparing the same,		\$7,893 19
Cost of oil and waste for engines and tenders,	}	1,893 59
“ “ pass. and bagg. cars,		
“ “ freight cars,		
Loss and damage of goods,	}	436 47
Loss and damage of baggage,		
Damages for injuries to persons,		None
Damages to property, including fire and animals killed on road,		Included in above
Offices' expenses, stationery and printing, passen- ger and freight,		1,023 62

17 agents,	}	7,015 12
3 laborers at stations,		
Labor loading and unloading freight,		
Watchmen,	}	12,798 36
Switchmen,		
Wood and water station attendance,		
Conductors and baggagemen,		
Brakemen,		
Enginemen and firemen, and carrying mails,		
For salaries of treasurer, superintendent and cashier,		3,300 00
For printing stationery, office expenses, postage, law expenses, and expenses as to joint business, and all other expenses not included in other accounts,		2,535 31
Total,		<u>\$36,895 66</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$26,690 57
Repairs of machinery.	22,428 55
Operating,	36,895 66
Total,	<u>\$86,014 78</u>

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$63,794 04
From freight,	88,871 75
From other sources, viz :	
Expresses,	2,000 00
Mails,	9,106 00
Rents,	998 61
Total,	<u>\$164,764 40</u>

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,	\$7,442 39
For freight business,	11,925 84
	<hr/>
	\$20,368 23

For interest on funded debt,	48,000 00
For carried to surplus fund,	16,000 00
For amount of surplus fund,	96,000 00

VALUE OF MATERIALS ON HAND.

Wood, 7089 cords,	14,570 42
Coal, 30 ⁴⁰⁰ / ₂₀₀₀ tons,	470 75
Oil, 224 gallons,	198 64
Waste, 1889 pounds,	209 03
Iron rails, 52 ¹⁰⁰ / ₂₀₀₀ tons, old,	1,888 47
Chairs, 6940 pounds,	242 90
Spikes, 5700 pounds,	185 25
Ties, 7666 number,	1,106 34
Iron and other metals, 164,328 lbs, unwrought,	5,188 82
Iron and other metals, 52,020 lbs. worked and partly worked,	5,172 88
Lumber, 74 1-2 thousand feet	952 96
Other items specified as follows :	7,799 47
	<hr/>
	\$37,985 93

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1862.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	2,370.838	2,439.825	3,441.804	4,701.566	4,729.076	4,468.721
Way passengers,	No account	kept.				
Through freight, lbs.,	\$166 67	\$166 67	\$166 66	\$166 67	\$166 67	\$166 66
Way freight,	758 34	758 33	758 33	758 34	758 33	758 33
Express,	Included in freight acc't					
Transport of mails,	83 21 3-4	83 21 3-4	83 21 3-4	83 21 3-4	83 21 3-4	83 21 3-4
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows:						
Lumber down Conn. River in ft	540.478	486.415	365.047	383.830	403.756	314.203
Total,						

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,						
Way passengers,						
Through freight, lbs.,	3,584.329	3,543.096	3,375.999	3,223.393	5,203.794	3,857.839
Way freight,	No account	kept.				
Express,	\$166 67	\$166 67	\$166 66	\$166 67	\$166 67	\$166 66
Transport of mails,	758 34	758 33	758 33	758 34	758 33	758 33
Use of engines,						
Use of cars,	Included in freight acc't					
Rent,	83 21 3-4	83 21 3-4	83 21 3-4	83 21 3-4	83 21 3-4	83 21 3-4
Other earnings specified in						
detail as follows :						
Lumber down Conn. River, in ft	212.904	195.964	384 573	609 164	856 529	403.184
Total,						

TABLE I.

ACCIDENTS.

Total number of persons killed,	1
Total number of persons injured but not killed,	None
July 26, 1861. John P. Wallace, switchman, was killed at Wells river station while coupling cars on a curve—was caught between the bunters—causing his death in a few hours. Probably the result of carelessness.	

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

1 Conductor of passenger trains,	\$660 00	per year
3 Conductors of freight trains,	1,740 00	“
3 Conductors of wood & gravel trains,		
1 Master mechanic,	800 00	“
1 Road master,	780 00	“
25 Men in repair shops,	9,958 00	“
2 Engine men of passenger trains,	1,200 00	“
3 Engine men of freight trains,	1,800 00	“
3 Engine men of wood & gravel trains,		
5 Firemen,	1,800 00	“
2 Baggage-men,	960 00	“
3 Switchmen,	826 80	“
21 Section men, (foremen,)	6,645 60	“
35 Section hands, (average no.)	9,036 00	“
3 Watchmen,	1,171 56	“
3 Other laborers at stations,	1,102 00	“
3 Brakemen,	1,260 00	“
5 Wood hands (average)	1,656 00	“
17 Station agents,	5,913 12	“
1 Superintendent of bridges—salary,	780 00	“
1 Wood agent		

Other agents—how employed—and the salary of each,
as follows, viz.:

1 General freight agent and accountant,	600 00	per year
1 Ticket master,	600 00	“
1 Cashier and chief clerk,	600 00	“

OFFICERS OF THE COMPANY.

HENRY KEYES, *President and Agent, Newbury, Vt.*

JOSIAH STICKNEY, *Vice President, Boston, Mass.*

NATHANIEL P. LOVERING, *Treas., Boston, Mass.*

ELIJAH CLEVELAND, *Secretary, Coventry, Vt.*

SALARIES.

Superintendent,	\$1,200 00
Treasurer,	1,500 00

STATE OF VERMONT, }
CALEDONIAN COUNTY, SS. }

I, Henry Keyes, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me are true and correct, according to the best of my knowledge, information and belief.

Signed, HENRY KEYES, *President,*
Connecticut and Passumpsic Rivers Railroad.

Subscribed and sworn to before me this 17th day of September, 1862.

HUBBARD HASTINGS, *Master in Chancery.*

ANNUAL REPORT

OF THE RUTLAND & WASHINGTON RAILROAD COMPANY,
FOR THE YEAR ENDING AUGUST 30, 1862.

TABLE A.

STOCK AND DEBTS.

Capital stock authorized by charter,	\$1,097,000 00
--------------------------------------	----------------

TABLE B.

COST OF CONSTRUCTION.

The trustees never having had access to the books of the corporation, have no information on this subject.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$221,683 31
Total cost of road and equipment,	1,171,683 31

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	62 1-2 miles
“ “ completed,	62 1-2 “
“ “ branches,	None
“ “ side tracks,	4 miles
Weight of rail per yard,	58 to 61 lbs

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging, in feet.
Trestle bridging			
Truss bridging, 50 feet span and under...	7	7	320
Truss do., from 50 to 100 feet span.....	9	9	559
Truss do., from 100 to 150 feet span.....	3	3	358
Truss do., 150 feet span and over.....	8	12	1661
Draw bridges,
Total	27	31	2898

Number of road crossings at grade,	58
Number of road crossings above and below grade,	3
Number of cross ties per mile,	2,051
Chairs, number per mile,	586
Whole number of switches on main track,	40

BUILDINGS AND FIXTURES.

Passenger houses,	12
Freight houses,	12
Engine houses,	4
Repair shops,	2
Water stations,	7
Dwellings,	2
Wood sheds,	7
Turn tables,	3

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of August, 1862 :

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....		4	2		
Requiring slight repairs.....			3		
Requiring heavy repairs.....			1		
Worn out,					

Number of cars owned by the company, August 30th, 1862:	
First class 8 wheel passenger cars in good repair,	5
First class 8 wheel passenger cars wanting repair,	1
Second class 8 wheel passengers cars in good repair,	None
Second class 8 wheel passengers cars wanting repair,	None
Baggage, express and mail cars in good repair,	3
Baggage, express and mail cars wanting repair,	None
Covered freight & cattle 8 wheel cars, in good repair,	100
Covered freight & cattle 8 wheel cars, wanting repair,	20
Platform 8 wheel cars, in good repair,	68
Other freight cars,	5
Gravel cars,	None
Average weight of box cars,	16,500 lbs
“ “ platform “	14,500 “

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	65,990
Miles run by freight trains,	60,849
Miles run by gravel, construction and wood trains,	3,757
Miles run on other roads,	7,703
Number of through passengers carried in cars, }	69,661 1-2
Number of way passengers,	
Number of miles traveled by passengers,	1,416,927
Average distance traveled by passengers,	20 1-3 miles
Number of tons of through freight, }	129,035
Number of tons of way freight,	
Number of tons of freight carried 1 mile,	1,840,497
Average rate of speed of ordinary passenger trains,	25 miles
Average rate of speed of express trains,	33 “
Average rate of speed of freight trains,	12 “
Rate of fare charged 1st class thro' pass'g's, pr mile,	2 3-4c
Rate of fare charged 1st class way passengers, pr mile	3 1-2c

Average rate of fare charged 2nd class passengers,	None
Rate per ton per mile charged on 1st class thro' freight,	3c
Rate per ton per mile charged on 2d class thro' freight,	21-2c
Rate per ton per mile charged on 3d class thro' freight,	2c
Rate per ton per mile charged on 4th class thro' freight,	None
Rate per ton per mile charged on 1st class way freight,	7 1-2c
Rate per ton per mile charged on 2d class way freight,	3 3-4c
Rate per ton per mile charged on 3d class way freight,	None
Rate per ton per mile charged on 4th class way freight,	None
Total number of tons of freight carried 1 mile,	1,840,497
Total number of passengers carried 1 mile,	1,416,927

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending August 30th, 1862:

Ord'y repairs of road bed and superstructure,	\$17,440 24
Extraordinary repairs of road bed,	1,000 00
Cost of new rails used in repairs,	3,141 87
Cost of repairs of rails,	1,930 70
Number of cross ties used for renewals 16,000, cost	4,000 00
Insurance and taxes on real estate,	1,148 18
Repairs of bridges,	6,724 86
“ stations	481 13
“ fences,	533 11
“ masonry,	163 78
Total,	<u>\$36,563 87.</u>

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	5,985 30
Repairs of passenger and baggage cars,	2,325 69
Repairs of freight cars,	12,842 62

Repairs of tools and machinery in shops,	160 62
Oil used about workshops,	250 00
Fuel,	1,1000 00
Waste,	125 00
Other items in detail as follows :	
Sundries,	4,153 58
Total,	<u>\$26,942 81</u>

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1862 :

Wood, including the cost of preparing the same,	\$15,772 20
Number of cords lost by fire,	None
Cost of oil and waste for engines and tenders,	1,339 29
“ “ pass. and bagg. cars,	102 23
“ “ freight cars,	1,090 27
Loss and damage of goods, including animals killed,	443 79
Loss and damage of baggage,	None
Damages for injuries to persons,	None
Offices' expenses, stationery and printing, includ-	
ing agents and clerks,	8,751 84
Number of agents,	15
Number of clerks,	3
Porters and watchmen,	1,336 45
Switchmen,	86 00
Conductors and baggagemen,	2,414 32
Brakemen,	1,235 01
Enginemen and firemen,	4,706 60
For salaries of trustees, president, directors,	
secretaries, treasurer and superintendent,	7,000 00

For law expenses,	626 47
Interest account,	2,477 70
Land damage,	2,196 37
Extra passenger department,	404 46
Extra freight department,	1,145 66
General expenses,	1,172 42
Yard rent, selling tickets, &c.,	1,500 00
Total,	<u>\$53,801 08</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$36,563 87
Repairs of machinery,	26,942 81
Operating,	53,801,08
Total,	<u>\$117,307 76</u>

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$47,273 66
From freight,	84,362 63
Expresses,	3,000 00
Mails,	6,250 00 unpaid
Total,	<u>\$134,636 29</u>

Payments other than for Construction.

Paid on floating debt,	\$11,440 00
------------------------	-------------

VALUE OF MATERIALS ON HAND.

Wood, 2702 cords,	8,039 00
Oil,	610 10
Waste,	123 00
Iron rails,	1,500 00
Chairs,	300 00
Spikes,	50 00
Ties,	400 00
Iron and other metals, unwrought,	} 5,641 84
Iron and other metals, worked and partly worked,	
Lumber,	1,454 82
Paints and oils,	167 30

DETAILS OF EARNINGS FOR THE YEAR ENDING AUGUST 30, 1862.

SOURCE.	SEPTEMBER 1861.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY. 1862.	FEBRUARY.
Through passengers,	5.247 81	4.156 66	3.542 11	3.209 91	2.950 20	2.538 84
Way passengers,						
Through freight,	7.873 24	10.550 11	9.202 73	6.956 30	3.613 94	4.213 45
Way freight,						
Express,	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails,	520 83	520 83	520 84	520 83	520 83	520 84
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows :						
Total,						

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,	3.172 90	5.695 46	3.640 89	3.314 72	4.211 71	5.592 45
Way passengers,						
Through freight,	4.739 00	6.781 08	7.360 85	8.454 90	7.863 87	6.753 16
Way freight,						
Express,	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails,	520 83	520 83	520 84	520 83	520 83	520 84
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows :						
Total,						

TABLE I.

ACCIDENTS.

No accident, by which any person was injured, has occurred during the past year.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

2 Conductors of passenger trains,	\$50 00 per month
2 Conductors of freight trains,	42 50. "
1 Master mechanic,	900 00 per year
1 Road master,	800 00 "
35 Men in repair shops, (average)	1 22 per day
3 Engine men of passenger trains,	60 00 per month
2 Engine men of freight trains,	60 00 "
5 Firemen,	30 00 "
2 Baggage men,	30 00 "
1 Switchmen,	9 00 "
12 Section men, (foremen,)	30 00 "
55 Section hands,	80 per day
4 Watchmen,	90 "
13 Station agents, (average)	26 77 per month
3 Clerks connected with pass. business, }	800 00 per year
3 Clerks connected with ft. business, }	
Superintendent of bridges, when employed,	3 00 per day

OFFICERS OF THE COMPANY.

JAY GOULD, *President*,M. CLARK, *Vice President*.

F. E. WOODBRIDGE,	}	<i>Directors.</i>
C. M. FISHER,		
E. A. CHAPIN,		
Z. V. K. WILLSON,		
W. T. HART,		

STATE OF VERMONT, }
RUTLAND COUNTY, SS. }

I, Jay Gould, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

JAY GOULD, *Managing Trustee*.

Subscribed and sworn to before me this 24th day of August, 1862.

Z. V. K. WILLSON, *Justice of the Peace*.

ANNUAL REPORT

OF THE RUTLAND & BURLINGTON RAILROAD COMPANY,
FOR THE YEAR ENDING AUGUST 30, 1862.

TABLE A.

STOCK AND DEBTS.

Capital stock,	\$1,242,500 00
Eight per cent. stock,	382,700 00
Six " "	608,176 31
	<hr/>
	\$2,233,376 31
First mortgage bonds, 7 per cent.	\$1,800,000 00
Second " " 7 "	937,500 00
Third " " 7 "	440,000 00
Convertible notes, 7 "	5,538 35
	<hr/>
	3,183,038 35
Floating liabilities, 6 per cent.	963,019 15
	<hr/>
	\$6,379,433 81

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,	\$3,989,708 05
Expended since last report viz:	Nothing
For graduation and masonry,	2,358,323 76
" bridges	116,669 93

For rails,	}	
“ chairs, spikes and ties,		949,745 67
“ laying superstructure and iron,		
“ buildings and fixtures,		238,652 75
“ land, land damages, &c.,		234,414 82
“ engineering,		91,901 12
Interest,		770,807 55
Discounts,		594,162 10

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$558,275 56
Expended since last report,	Nothing
Total cost of road and equipment,	4,545,983 61

TABLE D.

CHARACTERISTICS OF ROAD:

Length of road,	119 miles, 2,848 feet
“ “ completed,	“ “ “
“ “ branches,	None
“ “ side tracks,	16 miles
Weight of rail per yard,	60 lbs
Road, branches, &c.,	All within the state

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging. in feet.
Trestle bridging	4	12	157
Truss bridging, 50 feet span and under...	5	5	197
Truss do., from 50 to 100 feet span.....	11	12	852
Truss do., from 100 to 150 feet span.....	18	29	3523
Truss do., 150 feet span and over.....	4	4	677
Draw bridges,			
Total	42	62	5406

Number of road crossings at grade,	85
Number of road crossings above and below grade,	16
Number of cross ties per mile,	2,112
Chairs, number per mile,	588
Whole number of switches on main track,	64

GRADIENTS AND ALIGNMENT.

The books which would enable us to answer the questions under this head were destroyed by fire.

BUILDINGS AND FIXTURES.

Passenger houses,	30
Freight houses,	6
Engine houses,	3
Repair shops,	3
Water stations,	16
Dwellings,	4
Wood sheds,	16
Turn tables,	4
Other buildings, as follows :	
Rail repair shops,	2

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of August, 1862 : 26

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....	1	9	12		
Requiring slight repairs.....		1	2		
Requiring heavy repairs.....			1		
Worn out,					

Number of cars owned by the company, August 30th, 1862 :

First class 8 wheel passenger cars in good repair,	13
First class 8 wheel passenger cars wanting repair,	3

Second class 8 wheel passengers cars in good repair,	2
Second class 8 wheel passengers cars wanting repair,	None
Baggage, express and mail cars in good repair,	6
Baggage, express and mail cars wanting repair,	1
Covered freight & cattle 8 wheel cars, in good repair,	436
Covered freight & cattle 8 wheel cars, wanting repair,	4
Platform 8 wheel cars, in good repair,	101
Other freight cars,	None
Gravel cars,	None
Average weight of box cars,	about 8 tons
“ “ platform cars,	“ 7 “

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	169,457
Miles run by freight trains,	181,185
Miles run by gravel and construction trains,	27,610
Miles run by wood trains,	16,141
Number of through passengers carried in cars,	40,765
Number of way passengers,	76,854
Number of miles traveled by way passengers,	1,836,743
Average distance traveled by way passengers, about 24 miles	
Number of tons of through freight,	92,451
Number of tons of way freight,	13,213
Number of tons of way freight carried 1 mile,	482,642
No. of tons of thro.freig't moved towards market,	} 105,664
“ “ “ “ from “	
“ “ “ way “ towards “	
“ “ “ “ from “	
Average rate of sp'd of ordinary pass. trains, 23 miles per hour	
Average rate of speed of express trains, 33 “ “ “	
Average rate of speed of freight trains, 12 “ “ “	
Rate of fare charged 1st class thro' pass'g's, pr mile, 2 3-4c	
Rate of fare charged 1st class, way passengers, pr mile 3c	

Average rate of fare charged 2nd class passengers,	None
Rate per ton per mile charged on 1st class thro' freight,	4 5-10c
Rate per ton per mile charged on 2d class thro' freight,	3 7-10c
Rate per ton per mile charged on 3d class thro' freight,	3c
Rate per ton per mile charged on 4th class thro' freight,	2 5-10c
Rate per ton per mile charged on 1st class way freight,	5 8-10c
Rate per ton per mile charged on 2d class way freight,	5 8-10c
Rate per ton per mile charged on 3d class way freight,	3c
Rate per ton per mile charged on 4th class way freight,	2 1-2c
Total number of passengers carried 1 mile,	2,518,236
Total number of tons of freight carried 1 mile,	6,240,991

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending August 30th, 1862:

Ord'y repairs of road bed and superstructure,	}	\$41,872 69
Extraordinary repairs of road bed,		
Cost of new rails used in repairs,	}	17,247,81
Number and weight of chairs,		
Weight of spikes,		
Cost of repairs of rails,		
Cross ties used for renewals,	}	5,061 65
Cost of same,		
Insurance and taxes on real estate,		3,133 09
Repairs of bridges,		4,194 32
“ stations,		7,534 28
“ fences,		2,636 68
“ masonry,		1,068 32
Total,		<hr/> \$82,748 83

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	20,124 87
Repairs of passenger and baggage cars,	6,198 16
Repairs of freight cars,	25,315 39
Total,	<u>\$51,638,42</u>

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending August 30, 1862:

Wood, including the cost of preparing the same,	\$39,816 55
Cost of oil and waste for engines, tenders, } oil	7,405 05
pass. cars, baggage cars, freight cars, } waste	1,969 91
Loss and damage of goods,	2,687 14
Loss and damage of baggage,	259 64
Damages for injuries to persons, } including fire, and animals killed, }	1,528 39
Porters, watchmen, and switchmen,	6,231 13
For salaries of trustees, president, directors, secretaries, treasurer and superintendents, and miscellaneous expenses,	10,988 71
Other expenses in detail as follows:	
Removing ice and snow,	4,116 80
Mail service,	1,248 63
Land damages,	150 00
Total,	<u>\$76,401 95</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$82,748 83
Repairs of machinery,	51,638 42
Operating,	76,401 95
Proportion of expenses due to passenger business,	20,222 95
“ “ “ “ freight “	30,637 25
Total,	<u>\$261,649 40</u>

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$115,777 35
From freight,	179,356 42
From other sources, viz :	
Expresses,	6,999 96
Mails,	15,500 00
Rents,	4,316 30
Miscellaneous,	329 77
Interest,	549 13

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,	\$20,222 95
For freight business,	30,637 25
For other business, as per preceding page,	210,789 20

VALUE OF MATERIALS ON HAND.

Wood, 18,733 cords,	39,882 03
Other items specified as follows :	
Shop stock,	31,717 00

DETAILS OF EARNINGS FOR THE YEAR ENDING AUGUST 30, 1862.

SOURCE.	JULY. 1861.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	6.717 61	8.211 17	6.434 51	5.765 92	5.335 23	4.015 61
Way passengers,	4.558 94	6.341 97	5.936 09	3.756 98	4.249 25	3.954 83
Through freight,	14.568 14	11.357 04	13.237 15	16.187 83	18.525 75	16.753 29
Way freight,	2.398 42	2.255 89	1,565 53	2.491 28	1.953 02	1.627 15
Express,	583 33	583 83	583 33	583 33	583 33	583 33
Transport of mails,	1.291 67	1.291 67	1.291 66	1.291 67	1.291 67	1.291 66
Use of engines,						
Use of cars,						
Rent,	458 54	353 54	359 37	346 87	346 87	346 87
Other earnings specified in detail as follows :	40 55	11 52	10 08	30 02		
Total,						

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY. 1862.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	3,425 46	3,169 92	4,156 53	5,504 74	4,602 49	3,097 69
Way passengers,	3,138 76	6,048 26	3,749 29	4,942 25	3,401 86	5,261 99
Through freight,	9,768 42	8,941 70	12,967 99	8,930 48	12,165 80	12,694 31
Way freight,	1,171 95	921 15	1,420 05	2,817 06	2,138 84	2,498 18
Express,	583 33	583 33	583 33	583 33	583 33	583 33
Transport of mails,	1,291 67	1,291 67	1,291 66	1,291 67	1,291 67	1,291 66
Use of engines,						
Use of cars,	346 54	359 04	346 54	359 04	346 54	346 54
Rent,						
Other earnings specified in detail as follows :	27 18			10 20		200 20
Total,						

TABLE I.

ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track.....				
Struck by bridge, while on top of freight car				
Run over while walking on track....			1	
Injured at road crossing.....				
Attempting to get on train, in motion,		1		
Total.....				

Total number of persons killed, 1

Total number of persons injured but not killed, 1

Nov. 16, 1862. Charles Dunson, struck by train and killed while walking on the track in Clarendon.

Aug. 20, 1862. Lampman, attempting to get on train when in motion near Burtonsville, fell under the engine and both feet were injured so as to render amputation necessary.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

4 Conductors of passenger trains,	\$198 00 per month
3 Conductors of freight trains,	135 00 "
1 Conductor of wood and gravel trains,	1 50 per day
2 Master mechanics,	160 00 per month
2 Road masters,	116 67 "
35 Men in repair shops, (average)	33 80 "
5 Engine men of passenger trains,	
Average amount,	58 00 "

SAML. HENSHAW AND THOS. THACHER,

In acc't with Rutland & Burlington Railroad.

Aug. 31, 1862.

To net earnings to Aug: 31st, 1861, per report. \$459,191 26

To net earnings year ending Aug. 31st, 1862, 61,279 53

\$520,470 79

By paid for

Coupons, \$247,859 50

18,733 cords wood on hand, 39,882 03

Shop stock, 31,717 00

Real estate, 34,057 96

Locomotives, 45,453 81

Cars, 27,951 24

Tools, 2,263 00

429,184 54

Available assets, cash, 37,949 26

Am't due from connecting roads, 34,724 86

" agents, 1,795 34

" stations, 8,200 28

Am't sundry accounts, 8,616 51

91,286 25

\$520,470 79STATE OF VERMONT, } 25th day of Sept., 1862.
RUTLAND COUNTY, SS. }

I, George B. Gibbons, Treasurer of the Trustees 2d Mortgage, Rutland & Burlington Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of August, 1862.

GEO. B. GIBBONS, *Treasurer.*

Sworn before me,

W. H. SMITH, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

*Directors.*THOMAS THACHER, *President.*

JOHN A. CONANT,

D. A. SMALLEY,

HARRISON FAY,

JAS. H. WILLIAMS,

GEO. F. EDMUNDS,

E. A. CHAPIN.

THOMAS THACHER, *Managing Trustee.*E. A. CHAPIN, *Superintendent.*GEO B. GIBBONS, *Treasurer.*STATE OF VERMONT, }
RUTLAND COUNTY, SS. }

Thomas Thacher and E. A. Chapin, Oct. 1, 1862, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us are true and correct, according to the best of our knowledge, information and belief.

Signed,

THOMAS THACHER,
E. A. CHAPIN.

Subscribed and sworn to before me this 1st day of October, 1862.

Z. V. K. WILLSON, *Justice of the Peace.*

ANNUAL REPORT

OF THE RUTLAND & WHITEHALL RAILROAD COMPANY.

The road of this company is a little over seven (7) miles in length, extending from the west of the state in the town of Fairhaven to Castleton village, where it connects with the Rutland and Washington railroad. At the west line of the State it connects with the Saratoga and Whitehall railroad, and has on its whole length, four (4) bridges, and three (3) depot buildings. This road is leased by a perpetual lease to the Saratoga and Whitehall Railroad Company, a corporation existing in the state of New York.

The whole capital of this company is \$255,700;—is all paid in, and there are no debts against the company. This includes \$45,000 worth of rolling stock, which is also leased with the road. The whole affairs of the road are managed by the lessees, except the keeping up of the organization of the company under the charter. By the terms of the lease, the lessees agree to pay six (6) per cent. per annum upon the whole capital stock as rent, but since the first of May, A. D., 1861, this company have received only about three (3) per cent. upon the capital stock as rent, which has been duly distributed among the stockholders. The road is in fair running condition, and no accidents have occurred on the road during the past year. This road still continues to suffer, and

the traveling public to be embarrassed for want of a suitable connection with the Rutland and Burlington road at Rutland, which it seems the Legislature of this state will in due time remedy.

OFFICERS OF THE COMPANY.

A. W. HYDE, *President*,

WM. C. KITTREDGE, *Clerk and Treasurer*,

Directors.

A. W. HYDE,	} in this state.
WM. C. KITTREDGE,	
ISRAEL DAVEY,	

W. W. COOK,	} in the state of New York.
G. R. I. BOWDOIN,	

STATE OF VERMONT, }
 Rutland County, ss. }

I, Wm. C. Kittredge, depose and say that the facts set forth, and statement made in the foregoing report, which has been signed by me, are true and correct, according to the best of my knowledge, information and belief.

Signed, WM. C. KITTREDGE, *Director*.

Subscribed and sworn to this 26th day of Sept., 1862.

Before me, C. REED, *Justice of the Peace*.

ANNUAL REPORT

OF THE VERMONT CENTRAL RAILROAD COMPANY,
FOR ELEVEN MONTHS ENDING MAY 31, 1862.

TABLE A.

STOCK AND DEBTS.

The amount of capital stock is limited by the charter.

One hundred thousand shares of stock have been issued at rates averaging \$50 per share.

\$2,000,000 first mortgage bonds and \$1,500,000 second mortgage bonds have been issued, all at 7 per cent. interest.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$8,402,054 92

TABLE C.

EQUIPMENT.

The cost of new equipment is charged in this report as part of the running expenses, under the head of "Repairs of Machinery."

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	{ Vt. Central,	117 miles
	{ Vt. & Canada,	55 1-2 "
" " completed,		172 1-2 "
" " branches,		2 "
" " side tracks,		24 "
Weight of rail per yard,		54 to 60lbs

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging, in feet.
Trestle bridging	3		7390
Truss bridging, 50 feet span and under...	45	55	1595
Truss do., from 50 to 100 feet span.....	6	6	357
Truss do., from 100 to 150 feet span.....	19	30	3681
Truss do., 150 feet span and over.....	13	27	4240
Draws.....	2		339
Total.....	88	118	17602

Number of road crossings at grade,	87
Number of road crossings above and below grade,	33
Number of cross ties per mile,	2,060
Chairs, number per mile,	440 to 700
Whole number of switches on main track,	95

GRADIENTS AND ALIGNMENT.

Level, number of miles,	Unknown
Maximum grade,	main line 45 feet to a mile
Amount of straight line, miles,	Vermont Central, 85
Amount of curved line, miles,	" " 34
Maximum radius,	11,460 feet
Minimum radius,	1,146 "
Sum of ascents going in one direction,	Unknown
Sum of ascents going in opposite direction,	Unknown
Height of termini and summit above tide water,	Unknown

BUILDINGS AND FIXTURES.

Passenger houses,	33
Freight houses,	20
Engine houses,	5
Repair shops,	2
Water stations,	27
Dwellings,	13
Wood sheds,	50
Turn tables,	4
Other buildings, as follows :	
Cars houses,	3
Ice houses,	5

EQUIPMENT.

Number of locomotives owned by the Company on the 1st day of June, 1862 :

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....			5	21	
Requiring slight repairs.....			1	6	
Requiring heavy repairs.....				8	
Worn out,					

Number of ears owned by the company, June 1st, 1862 :

First class 8 wheel passenger ears in good repair,	24
First class 8 wheel passenger ears wanting repair,	4
Second class 8 wheel passengers ears in good repair,	None
Second class 8 wheel passengers ears wanting repair,	None
Baggage, express and mail cars in good repair,	6
Baggage, express and mail ears wanting repair,	2
Covered freight & cattle 8 wheel cars, in good repair,	631
Covered freight & cattle 8 wheel ears, wanting repair,	61
Platform 8 wheel ears, in good repair,	123

Other freight cars,	42
Gravel cars,	32
Average weight of passenger cars,	24,000 lbs,
“ “ baggage “	22,000 “
“ “ box “	15,000 “
“ “ platform cars,	13,000 “

TABLE E.

BUSINESS OF ELEVEN MONTHS.

Miles run by passenger trains,	235,091
Miles run by freight trains,	407,155
Miles run by gravel and construction trains,	30,329
Miles run by wood trains,	7,102
Number of through passengers carried in cars,	51,378 1-2
Number of way passengers,	95,397 1-2
Number of miles traveled by way passengers,	2,454,711 1-2
Average distance traveled by way passengers, miles,	25 7-10
Number of tons of through freight,	116,134 ⁷⁴ / ₂₀₀₀
Number of tons of way freight,	97,698 ¹³¹ / ₂₀₀₀
Number of tons of way freight carried 1 mile,	4,670,092 ⁸⁰⁰ / ₂₀₀₀
No. of tons of thro.freig't moved towards market,	103,327 ¹²³ / ₂₀₀₀
“ “ “ “ “ from “	12,806 ¹⁹⁵³ / ₂₀₀₀
“ “ “ way “ towards “	79,755 ⁸¹² / ₂₀₀₀
“ “ “ “ “ from “	17,942 ¹³¹⁰ / ₂₀₀₀
Average rate of sp'd of ordinary pass. trains, 22 miles per hour	
Average rate of speed of express trains, 22 “ “ “	
Average rate of speed of freight trains, 12 “ “ “	
Rate of fare charged 1st class thro' pass'g's, pr mile, 2 1-2c	
Rate of fare charged 1st class way passengers, pr mile 3 1-4c	
Average rate of fare charged 2nd class passengers,	None
Rates of freights vary from one to six cents per ton a mile,	
according to the season, &c.	

Total number of passengers carried 1 mile,	5,792,800 1-2
Total number of tons of freight carried 1 mile,	23,352,341

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the eleven months ending May 31, 1862:

Ord'y repairs of road bed and superstructure,	\$72,420 31
Cost of new rails used in repairs,	28,946 03
Cost of repairs of rails,	8,793 73
Number of cross ties used for renewals, 75,000,	
Cost of same,	14,068 68
Cost of relaying rails and ties,	9,351 03
Insurance and taxes on real estate,	4,366 30
Repairs of bridges,	12,601 91
" stations,	34,047 78
" fences,	3,762 89
Total,	<u>\$188,358 66</u>

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	39,997 15
Repairs of passenger and baggage cars,	15,466 75
Repairs of freight ears,	53,065 76
Repairs of tools and machinery in shops,	2,698 09
Oil used about workshops,	1,213 17
Fuel,	4,103 10
Waste,	142 27

Other items in detail as follows :

Repairs of gravel cars,	556 40
Repairs of section and hand cars and road tools,	2,843 35
Repairs of snow ploughs,	168 67
Total,	<u>\$120,554 71</u>

TABLE G.

COST OF OPERATING THE ROAD.

For the eleven months ending May 31, 1862 :

Wood, including cost of preparing the same,	\$67,563 75
No. cords wood used by locomotives,	25,409
“ tons of coal “ “	00
No. cords wood used at stations,	1,108
“ tons of coal “ “	40
Number of cords lost by fire,	106
Number of gallons of oil,	15,080
Number of pounds of waste,	19,573
Cost of oil and waste for engines and tenders,	6,777 02
“ “ “ pass. & baggage cars,	774 06
“ “ “ freight cars,	4,566 66
Loss and damage of goods,	2,445 68
Loss and damage of baggage,	185 78
Damages for injuries to persons,	5,491 90
Damages to property, including fire, and animals killed on road,	424 00
Office expenses and stationery,	2,614 75
Agents, station, &c.,	17,687 55
Clerks in general office master transportation and ticket master,	4,552 74
Labor, loading and unloading freight,	12,112 17
Porters and watchmen,	4,123 85
Switchmen,	1,928 00
Conductors, baggagemen and brakemen,	21,462 08
Enginemen and firemen,	26,243 02
For salaries of trustees, president, directors, secretaries, treasurer and superintendents,	12,390 00
For Printing, stationery, and office expenses, included above.	
For law expenses,	4,513 76

Other expenses in detail, as follows :

Expense of telegraph, express and mails,	1,125 36
Advertising,	575 00
Depot furniture, oil & waste for gravel & hand-cars,	1,877 42
Tenement repairs, patents, &c., &c.,	13,604 38
Total,	\$213,038 93

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$188,358 66
Repairs of machinery,	120,554 71
Operating,	213,038 93
Total,	\$521,952 30

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$162,499 53
From freight,	522,208 40
From other sources, viz :	
Expresses,	4,191 69
Mails,	23,016 61
Rents,	534 17
Miscellaneous,	967 33
Total,	\$713,417 73

VALUE OF MATERIALS ON HAND.

Wood, 48,823 cords,	104,541 67
Coal, 100 tons,	600 00
Oil, 736 gallons,	818 80
Iron and other metals, unwrought,	9,059 05
Iron and other metals, worked and partly worked,	25,292 88
Lumber,	6,685 66

DETAILS OF EARNINGS FOR THE ELEVEN MONTHS ENDING MAY 31, 1862.

SOURCE.	JULY. 1861.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	9.699 60	12.642 28	10.189 21	10.180 34	7.972 43	6.611 08
Way passengers,	6.716 09	6.974 71	6.910 89	8.332 52	7.235 15	4.823 71
Through freight,	35.981 41	42.486 81	49.967 93	60.498 01	57.689 99	62.440 09
Way freight,	3.477 17	2.670 04	3,847 62	5.655 74	4.135 28	2.901 76
Express,	358 33	358 34	358 33	358 34	358 33	358 34
Transport of mails,	3.683 28	1.933 33	1.933 34	1.933 33	1.933 33	1.933 34
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows :						
Total,						

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY. 1862.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	5.594 69	6.019 95	7.224 31	8.643 04	9.122 84	
Way passengers,	3.980 59	3.535 98	5.324 77	6.025 37	8.739 98	
Through freight,	28.594 83	24.940 63	29.307 71	33.756 65	52.022 67	
Way freight,	2.449 39	1.870 73	3.644 36	3.294 55	10.575 03	
Express,	358 33	358 34	441 67	441 67	441 67	
Transport of mails,	1.933 33	1.933 33	1.933 34	1.933 33	1.933 33	
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows :	Interest				534 17	
Total,					967 33	

TABLE I.

ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track.....				
Struck by bridge, while on top of freight car				
Run over while walking on track....			1	
Injured at road crossing.....				
Attempting to get on train, in motion,	1		1	
Total.....	1		2	

Total number of persons killed, 3

Total number of persons injured but not killed, None

August 16, 1861. Ezekiel Robinson, an employee of the road, in attempting to get on a train at St. Albans while in motion, fell and was run over and injured so as to cause his death the same day.

September 10. Theron Mitchell, while walking on the track in St. Albans, was run over by a freight train and killed.

October 12. George Sherman, in attempting to get on the mail train at Montpelier Junction, fell under the train and was injured so that he died the same day.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

6 Conductors of passenger trains,	\$60 00 per month
15 Conductors of freight trains, from 13 52 to 50 per month	
1 Conductor of wood and gravel trains, 15 00 per month	
1 Master mechanic,	2,000 00 per year
2 Road masters, both,	1,525 00 "
152 Men in repair shops,	from 75 cents to 2 75 per day

10 Engine men of passenger trains,	2 25	per day
20 Engine men of freight trains,	1 75 to 2 25	"
1 Engineman of wood and gravel trains,	2 25	"
32 Firemen,	1 15	"
6 Baggage men,	35 00 to 40 00	pr month
10 Switchmen, (average)	1 00	per day
37 Section men, (foremen,)	1 25 to 1 30	"
210 Section hands,	90 to 95	"
12 Watchmen,	1 00	"
33 Station agents,	10 00 to 60 00	per month
270 Other laborers,	75 cents to 1 00	per day
2 Clerks connected with pass. business,	1,500 00	per year
4 Clerks connected with ft. business,	3,025 00	"
1 Superintendent of bridges—salary,	1,000 00	"
1 Wood agent	" 1,000 00	"

We have yours of the 26th inst. inquiring:

1st, In regard to the progress of the work on the new road between Winooski and Burlington, When will the road be so far completed that regular trains will pass over it?

2nd, In regard to the new depot at Essex Junction, When is it to be completed so as to occupy it?

3d, Have the contemplated repairs been made in the pile bridges at Rouses' Point and Missisquoi Bay?

4th, The amount of new iron laid within the past year, and also the number of new ties?

In reply we would say that, in May, 1861, the new road between Winooski and Burlington was opened for travel in compliance with the act of the Legislature of 1859, and during the greater portion of the summer and fall of 1861, was used for the passage of regular trains. In the fall of that

year it became necessary to make some heavy repairs upon the work. The heavy embankment across the swamp, as it is termed, being constructed upon a bed of muck, had settled greatly during the summer and fall, and was still rapidly settling, so much so as to make it necessary to put the gravel train at work. It also became necessary to build a large culvert under the embankment in the centre of the swamp to admit of a free passage of water during the spring of the year when the banks of the river were overflowed. As it would materially increase the cost of doing this work to attempt to run the regular trains over the road, it was decided by the managers to suspend the passage of trains for a time. This work is now nearly complete, and it is the expectation and intention of the managers of the road to have it ready for travel by the first of October.

In reply to your second inquiry in reference to the new depot at Essex Junction, would say that the work is now nearly completed, and the managers confidently hope to have it ready to be occupied by the first day of October.

In answer to the third inquiry, would say that the bridges at Rouses' Point and Missisquoi Bay are now undergoing repairs. It will not be possible to complete the repairs this fall. They will be continued so far as may be necessary to keep the bridges perfectly safe.

To the fourth inquiry, would say that we have laid about 1,500 tons of new iron, and about 3,500 tons of newly welded iron, and about 75,000 new ties the past year.

OFFICERS OF THE COMPANY.

GEO. M. DEXTER,	}	<i>Directors.</i>
C. O. WHITCOMB,		
JOSEPH CLARK,		
L. UNDERWOOD,		
J. GREGORY SMITH,		
L. BRAINERD, Jr.		

Trustee First Mortgage Bonds and Managers,

L. BRAINERD,
JOSEPH CLARK,
J. GREGORY SMITH.

G. MERRILL, *Sup't. for Trustees and Managers.*

G. M. DEXTER, *President,*

W. C. SMITH, *Treasurer,*

E. W. PECK, *Clerk.*

STATE OF VERMONT, } St. ALBANS, Sept. 9th, 1862.
FRANKLIN COUNTY, ss. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us are true and correct according to the best of our knowledge, information and belief.

Signed, L. BRAINERD,	}	<i>Trustees, &c., &c.</i>
JOSEPH CLARK,		
J. GREGORY SMITH,		
G. MERRILL, <i>Superintendent,</i>		

Subscribed and sworn to before me this 9th day of September, A. D., 1862.

J. H. CROSBY, *Justice of the Peace.*

ANNUAL REPORT

OF THE VERMONT AND CANADA RAILROAD COMPANY,
FOR THE YEAR ENDING JUNE 30, 1862.

TABLE A.

STOCK AND DEBTS.

The original capital stock of the company is in amount \$1,348,500, represented by 13,485 shares. In addition to this should be added the sum of about thirty thousand dollars for which stock has been issued in pursuance of a vote of the stockholders, as stated in the report made in 1860.

This company has no funded debt, and no debt of sufficient magnitude to be named. Some small sums may be due for incidental expenses.

TABLE B.

COST OF CONSTRUCTION.

The cost of construction is represented by the amount of the capital stock, with this exception that some ten or twelve thousand dollars have been paid towards original cost of constructing the road since the pendency of the suit in chancery, to settle the cost of construction and for other purposes referred to in former reports.

For constructing the road into Burlington, as required by the act of 1859, in amendment of the charter, about \$300,000 has been expended and paid out of rents due the company from the Vermont Central company. If a more detailed statement of this expenditure is required it shall be made in our next report.

TABLE C.

EQUIPMENT.

The company have no equipment. In 1849, the road was leased to the Vermont Central company, and has been operated by them. This road and the Central road are now managed and operated by managers appointed by the court of chancery.

TABLE D.

CHARACTERISTICS OF ROAD.

As the road of this company and that of the Vermont Central have been operated as a continuous line, and as one road in fact, under the lease before referred to, reference is made to the report of the managers of the two roads for the information desired in this table, and also in all the tables to J, inclusive.

TABLE J.

There is a large sum due this company for rent under the lease, the amount of which is not yet settled under the decree of the court of chancery recently made, as payments have been made by the managers, which are to be applied.

STATE OF VERMONT, }

FRANKLIN COUNTY, SS. }

25th day of Aug., 1862.

I, Worthington C. Smith, treasurer of the Vermont & Canada railroad company, do solomently swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees, or lessees, on the 30th day of June, 1862.

WORTHINGTON C. SMITH, *Treasurer.*

Sworn before me,

J. H. CROSBY, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

*Directors.*LUCIUS B. PECK, *President,*JOHN PORTER, *Vice President,*EDWARD BLAKE, *Transfer Agent,*

E. MOTT ROBINSON,

P. C. BLAKE,

ARTHUR DEXTER.

W. C. SMITH, *Clerk and Treasurer.*

SALARIES.

President,	\$2,000 00
Clerk and Treasurer,	1,000 00
Transfer agent and agent to pay dividend to non-resident stockholders,	1,000 00

STATE OF MASSACHUSETTS, }

SUFFOLK COUNTY, SS. }

I, Lucius B. Peck, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me are true and correct according to the best of my knowledge, information and belief.

Signed,

LUCIUS B. PECK.

Subscribed and sworn to before me this 23d day of Aug., 1862.

EDWARD BLAKE, *Justice of the Peace.*

ANNUAL REPORT

OF THE VERMONT VALLEY RAILROAD COMPANY, FOR
THE YEAR ENDING JUNE 30, 1862.

TABLE A.

STOCK AND DEBTS.

Amount of capital stock as by charter, (with right to increase,)	\$500,000 00
Amount of capital stock subscribed,	535,000 00
Amount of capital stock paid in,	\$516,163 82
Number of shares 5358 original stock, par value	
\$100 per share—cash realized,	516,163 82

Funded Debt.

Funded debt as per last report,	\$793,200 00
Total funded and floating debt now,	793,200 00
Interest on funded debt, \$679,200 00 at 7 per cent ;	
114,000 00 at 6 per cent.	

Classes of Funded Debt.

	No. 1.	No. 2.
Amount,.....	\$500,000	\$293,200
Date of issue,.....	April 1, 1850	Oct. 1, 1854
Date of Payment,.....	" 1, 1860	" 1, 1859
Annual rate of interest,.....	386,000 7 per ct. 114,000 6 per ct.	7 per cent.
Interest, when payable,.....	April 1, Oct. 1.	Oct. 1, April 1.
Cash realized,.....	\$500,000	\$175,920
Nature and character of security,	Mortgage.	Mortgage.

Both classes of bonds are payable in New York and are no convertible.

50 per cent. of interest due on coupons, payable April 1st, 1857, are now being paid.

Coupons due, for which no appropriation has been made for payment,	\$110,145 00
Coupons due, for which appropriation has been made for payment,	1,628 75

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,	\$1,212,274 40
Expended since last report, viz:	Nothing
For graduation and masonry,	"
“ bridges,	"
“ rails,	"
“ chairs, spikes and ties,	"
“ laying superstructure,	"
“ buildings and fixtures,	"

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	89,611 79
Expended since last report,	Nothing
Total cost of road and equipment,	<hr/> \$1,301,886 19

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	23 69-100 miles
“ “ completed,	23 69-100 “
Weight of rail per yard,	57 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging, in feet.
Trestle bridging	2	10	100
Truss bridging, 50 feet span and under...	2	1	45
Truss do., from 50 to 100 feet span.....			
Truss do., from 100 to 150 feet span.....	1	1	116
Truss do., 150 feet span and over.....	2	6	{ 192
Draw bridges			{ 321

Number of road crossings at grade,	11
Number of road crossings above and below grade,	3
Number of cross ties per mile,	2000
Chairs, number per mile,	586

GRADIENTS AND ALIGNMENT.

Level, number of miles,	7 61-100
Maximum grade,	32 feet
Amount of straight line, miles,	10 72-100
Amount of curved line, miles,	12 97-100
Maximum radius,	872
Minimum radius,	600

BUILDINGS AND FIXTURES.

Passenger houses,	4
Freight houses,	4
Engine houses,	1
Repair shops,	1
Water stations,	2
Dwellings,	None
Wood sheds,	3
Turn tables,	None

Other buildings, as follows :

Building for storing passenger cars	1
-------------------------------------	---

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1862 :

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....		2	1		
Requiring slight repairs.....					
Requiring heavy repairs.....					
Worn out,					

Number of cars owned by the company, June 30th, 1862 :

First class 8 wheel passenger cars in good repair,	4
First class 8 wheel passenger cars wanting repair,	0
Second class 8 wheel passengers cars in good repair,	0
Second class 8 wheel passengers cars wanting repair,	0
Baggage, express and mail cars in good repair,	2
Baggage, express and mail cars wanting repair,	0
Covered freight & cattle 8 wheel cars, in good repair,	26
Covered freight & cattle 8 wheel cars, wanting repair,	5
Platform 8 wheel cars, in good repair,	8
Other freight cars,	0
Gravel cars,	0
Average weight of passenger cars,	No way of weighing
“ “ baggage “	“ “ “ “
“ “ box “	“ “ “ “
“ “ platform cars,	“ “ “ “

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	31,345
Miles run by freight trains,	15,538
Miles run by gravel, construction, and wood trains,	6,158
Number of through passengers carried in cars,	29,140

Number of way passengers,	8,072
Number of miles traveled by way passengers,	86,497
Average distance traveled by way passengers, miles,	10 7-10
Number of tons of through freight,	23,159 ²³⁵ / ₂₀₀₀
Number of tons of way freight,	1,118 ⁹⁸³ / ₂₀₀₀
Number of tons of way freight carried 1 mile,	12,529 ²²² / ₂₀₀₀
Average rate of sp'd of ordinary pass. trains, 26 miles per hour	
Average rate of speed of freight trains,	12 " " "
Rate of fare charged 1st class thro' pass'g's, pr mile,	3 2-10c
Rate of fare charged 1st class way passengers, pr mile	3 6-10c
Average rate of fare charged 2nd class passengers,	2 7-10c
Rate per ton per mile charged on 1st class thro' freight,	4c
Rate per ton per mile charged on 2d class thro' freight,	3c
Rate per ton per mile charged on 3d class thro' freight,	2 1-2c
Rate per ton per mile charged on 1st class way freight,	8c
Total number of passengers carried one mile,	785,857
Total number tons of freight carried one miles,	568,340 ⁸⁸² / ₂₀₀₀

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1862:

Ord'y repairs of road bed and superstructure,	\$7,154 93
Extraordinary repairs of road bed, caused by freshet,	1,215 84
Cost of new rails used in repairs,	3,123 16
Number and weight of chairs,	150 393 70
Weight of spikes,	2,930 172 49
Cost of repairs of rails,	1,391 45
Number of cross ties used for renewals,	9,117
Cost of same, 1 3-8 miles of new iron laid down,	2,108, 16
Cost of relaying rails and ties, included above.	
Insurance and taxes on real estate,	450 46

Repairs of bridges,	87 95
“ fences,	6 00
“ masonry,	26 25
New culvert and tressle work,	58 82
New bridges to replace decayed ones,	715 75
Total,	<u>\$16,904 96</u>

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	1,314 87
Repairs of passenger and baggage cars,	1,140 84
Repairs of freight cars,	1,519 65
Total,	<u>\$3,975 36</u>

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1862:

Wood, including cost of preparing the same,	\$2,691 71
No. cords wood used by locomotives,	1,315
“ tons of coal “ “	00
No. cords wood used at stations,	50
“ tons of coal “ “	00
Number of cords lost by fire,	00
Number of gallons of oil,	719
Number of pounds of waste,	2,796
Cost of oil and waste for engines and tenders,	} 1,131 64
“ “ “ pass. & baggage cars,	
“ “ “ freight cars,	
Loss and damage of goods,	12 62
Loss and damage of baggage,	2 50
Office expenses and stationery,	125 00
Number of agents, 6	1,464 00
Number of clerks, 2	1,280 00

Labor, loading and unloading freight, } Porters and watchmen, } Switchmen, }	1,092 00
Conductors and baggagemen,	1,215 00
Brakemen,	1,038 00
Enginemen and firemen,	1,916 32
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	3,300 00
Total,	<u>\$15,538 79</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$16,904 96
Repairs of machinery,	3,975 36
Operating,	15,538 79
Total,	<u>\$36,419 11</u>
Paid Vermont Valley road for services of agent, use of track, &c., &c., at Brattleboro,	1,666 68
	<u>\$38,085 79</u>

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$21,154 15
From freight,	17,725 01
From other sources, viz :	
Use of cars,	1,074 94
Expresses,	847 08
Mails,	3,000 00
U. S. gov't, passenger fares of soldiers in 1861,	1,377 60
“ freight of military stores, &c.,	74 22
Interest on treasury notes,	19 62
Total,	<u>\$45,272 62</u>

VALUE OF MATERIALS ON HAND.

Wood, 2,078 cords,	4,716 03
Oil, 164 gallons,	131 20
Waste, 1,275 pounds,	136 00
Iron rails, old, 125 tons,	3,750 00
Iron rails, new, 364,	3,000 00
Chairs, 67 pounds,	40 20
Spikes, 225 pounds,	11 25
Ties, number of, 2,945,	736 35
Iron and other metals, unwrought,	} 6,000 00
Iron and other metals, worked and partly worked,	
Lumber,	

COST OF TRANSPORTATION.

Actual cost of transporting freight pr ton, pr mile,	} do not
“ “ “ passengers pr mile,	
	} separate.

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1862.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	1,446 77	2,362 09	1,677 11	1,273 97	1,028 60	919 51
Way passengers,	452 68	668 62	571 10	376 50	346 20	337 12
Through freight,	1,106 63	1,069 48	1,330 64	1,245 11	1,386 93	1,637 27
Way freight,	117 08	123 04	124 08	210 15	100 71	102 78
Express,	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails,	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines,						
Use of cars,	69 22	74 77	70 71	66 09	152 73	160 64
Rent,						
Other earnings specified in detail as follows:						
Total,						

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	1,008 32	1,528 98	1,099 79	831 24	1,831 07	1,236 67
Way passengers,	320 55	400 20	362 93	291 40	336 00	449 73
Through freight,	1,113 38	969 36	1,486 38	1,330 66	1,771 28	1,537 24
Way freight,	81 53	65 35	102 73	100 07	200 70	412 43
Express,	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails,	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines,						
Use of cars,	59 14	34 20	53 78	68 96	67 47	197 23
Rent,						
Other earnings specified in detail as follows :						
Total,						

TABLE I.

ACCIDENTS.

No accident, by which any person was injured, has occurred during the past year.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

In connection with Conn. river railroad, 2		
conductors, each,	\$20 27	per month
1 Conductor of freight trains,	40 00	per month
Conductor of wood and gravel trains,		None
1 Master mechanic,	67 50	per month
Road masters,		None
6 Men in repair shops,	160 00	per month
2 Engine men of passenger trains,	} 114 00	per month
2 Engine men of freight trains,		
2 Engine men of wood & gravel trains,		
2 Firemen,	54 00	per month
2 Baggage men, our proportion,	20 21	per month
2 Switchmen, foreman,	37 00	per month
4 Section men,	143 00	per month
21 Section hands,	426 00	per month
2 Watchmen,	54 00	per month
5 Station agents,	122 00	per month
Other laborers, breakmen, way baggage men.	86 50	per month

Clerks connected with passenger business,	} 106 67 per month
Clerks connected with freight business,	
Superintendents of bridges—salary,	
Wood agents	

Net earnings, June 30, 1861,	6,739 96
Net earnings, June 30, 1862,	7,186 83

Coupons paid from Aug. 31, 1861, to June 30, '62, 7,879 75

STATE OF VERMONT, } 29th day AUGUST, 1862.
 WINDHAM COUNTY, SS. }

I, James H. Williams, Treasurer of the Vermont Valley Railroad, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of June, 1862.

JAMES H. WILLIAMS, *Treasurer.*

Sworn before me,

RUSSELL HYDE, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

Directors,

HUGH H. HENRY, *President*,
 ALEX. HAMILTON, JR.,
 GOUVERNEUR MORRIS,
 G. R. J. BOWDOIN,
 CHARLES CHAPIN,
 JOEL PAGE,
 MADISON SLOAT.

JAS. H. WILLIAMS, *Treasurer*.

Trustees,

HUGH H. HENRY,
 ALEX. HAMILTON, JR.,
 GOUVERNEUR MORRIS.

ALEX. HAMILTON, JR., *General Agent*.

MADISON SLOAT, *Superintendent*.

LARKIN J. MEAD, *Clerk*.

SALARIES.

Trustees, when employed,	\$10 00 per day
General agent,	1200 00 per year
Superintendent,	1500 00 “
Treasurer,	400 00 “

STATE OF VERMONT, }
 WINDHAM COUNTY, SS. }

I, Henry F. Green, accountant of the Vermont Valley railroad, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me are true and correct according to the best of my knowledge, information and belief.

Signed, HENRY F. GREEN.

Subscribed and sworn to before met his 30th day of August, 1862.

RUSSELL HYDE, *Justice of the Peace*.

ANNUAL REPORT

OF THE VERMONT AND MASSACHUSETTS RAILROAD COM-
PANY, FOR THE YEAR ENDING JUNE 30, 1862.

TABLE A.

STOCK AND DEBTS.

Capital stock including the Greenfield branch and Vermont portion,	\$3,200,000 00
Total amount of capital stock paid in,	2,214,225 15
Number of shares of capital stock issued,	28,801
There is no debt excepting the funded debt which amounts to,	990,525 00
The amount paid for interest each year is six per centum on the above funded debt. Interest coupons have always been promptly paid.	

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,	\$3,291,215 41
Add omission in last report,	45 00
	<hr/> 3,291,260 41

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$225,650 20
Total cost of road and equipment,	3,516,910 61

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	69 miles
“ “ completed,	69 “
“ “ branches,	8 “
“ “ side tracks,	5 1-2 “
Weight of rail per yard,	56 lbs.
Length of road in Vermont,	*10 miles
“ “ side tracks,	1 “

*From an examination of the recorded survey and location of that portion of the Vermont and Massachusetts railroad in the towns of Vernon and Brattleboro, state of Vermont, the actual length is found to be ten miles and 1661 feet.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging. in feet.
Trestle bridging,.....			
Truss bridging, 50 feet span and under...	11	15	
Truss do., from 50 to 100 feet span.....	2	2	
Truss do., from 100 to 150 feet span.....	} 12	44	
Truss do., 150 feet span and over.....			
Draw bridges.....			
Total,	25	61	

Number of road crossings at grade,	63
Number of road crossings above and below grade,	21
Number of cross ties per mile,	2052
Chairs, number per mile,	556
Whole number of switches on main track,	67

GRADIENTS AND ALIGNMENT.

Maximum grade,	58 feet
Amount of straight line, miles,	31 13-20 miles
Amount of curved line, miles,	45 7-20 “

BUILDINGS AND FIXTURES.

Passenger houses,	19
Freight houses,	19
Engine houses,	5
Repair shops,	4
Water stations,	9
Dwellings,	11
Wood sheds,	22
Turn tables,	5

Other buildings, as follows :

General office, Fitchburg, Mass.

Store building, " "

Car house, Brattleboro', Vt.

Lumber house, Athol, Mass.

EQUIPMENT.

Number of locomotives owned by the Company on the
30th day of June, 1862 : 11

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair.....			8		
Requiring slight repairs.....			2		
Requiring heavy repairs.....			1		
Worn out,					

Number of cars owned by the company, June 30th, 1862 :

First class 8 wheel passenger cars in good repair,	8
First class 8 wheel passenger cars wanting repair,	None
Second class 8 wheel passengers cars in good repair,	None
Second class 8 wheel passengers cars wanting repair,	None
Baggage, express and mail cars in good repair,	5
Baggage, express and mail cars wanting repair,	0
Covered freight & cattle 8 wheel cars, in good repair,	80
Covered freight & cattle 8 wheel cars, wanting repair,	None

Platform 8 wheel cars, in good repair,	75
Other freight cars,	19
Gravel cars,	6
Average weight of passenger cars,	12 tons
“ “ baggage “	11 1-2 “
“ “ box “	8 “
“ “ platform “	6 1-2 “

TABLE E.

BUSINESS OF THE YEAR ENDING NOV. 30, 1861.

Miles run by passenger trains,	50,734
Miles run by freight trains,	37,814
Miles run by gravel and wood trains,	1,191
Number of through passengers carried in cars,	43,662
Number of way passengers,	30,038
Number of passengers having passes,	770
Number of miles traveled by way passengers,	532,015
Average distance traveled by way pass'g's, 18 miles, nearly	
Number of tons of through freight,	43,896 ⁹⁵¹ / ₁₀₀₀
Number of tons of way freight,	14,876 ⁴²⁸ / ₁₀₀₀
Number of tons of way freight carried 1 mile,	328,589 ⁶⁰⁸ / ₁₀₀₀
Number of tons of through freight moved to- wards market,	9,153 ⁹⁷⁹ / ₁₀₀₀
Do do from market,	8,896 ⁸³⁴ / ₁₀₀₀
Average rate of sp'd of ordinary pass. trains, 22 miles per hour	
Average rate of speed of express trains,	No such train
Average rate of speed of freight trains, 10 miles per hour	
Rate of fare charged 1st class through pass- engers, per mile,	3 cts. nearly
Rate of fare charged 1st class way passengers, per mile,	3 “
Average rate of fare charged 2nd class passen- gers, per mile,	None

Rate per ton per mile charged on 1st class through freight,	7 cts. nearly
Rate per ton per mile charged on 2d class through freight,	6 "
Rate per ton per mile charged on 3d class through freight,	5 "
Rate per ton per mile charged on 4th class through freight,	None
Rate per ton per mile charged on 1st class way freight,	10 cts. nearly
Rate per ton per mile charged on 2d class way freight,	8 "
Rate per ton per mile charged on 3d class way freight,	6 "
Rate per ton per mile charged on 4th class way freight,	None
Total number of passengers carried one mile,	1,557,549
Total number tons of freight carried one miles,	1,286,143 ⁸³² / ₁₀₀₀

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1862:

Ord'y repairs of road bed and superstructure,	}	\$18,362 14
*Extraordinary repairs of road bed,		
Cost of rails used in repairs,		5,945 23
Number and weight of chairs,	}	included in above.
Weight of spikes,		
Cost of repairs of rails,		
Number of cross ties used for renewals,		
Cost of same,		
Cost of relaying rails and ties,		
*Ordinary repairs,	\$16,122 14	
Extraordinary " "	2,240 00	—repairing damage by freshet near Brattleboro', in April, 1862.
	\$18,362 14	

Insurance and taxes on real estate,	2,759 99
Repairs of bridges,	2,465 35
“ stations,	922 75
“ fences,	1,287 25
Total,	<u>\$31,742 71</u>

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	10,411 25
Repairs of passenger and baggage cars,	1,379 02
Repairs of freight cars,	8,063 03
Repairs of tools and machinery in shops,	319 77
Oil used about workshops,	} see elsewhere.
Fuel,	
Waste,	

Other items in detail, as follows :

Road furniture,	19 71
Repairs of gravel cars,	130 12
Total,	<u>\$20,322 90</u>

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1862:

Wood, including cost of preparing the same,	\$8,429 57
Cost of oil and waste for engines and tenders,	} 1,931 48
“ “ “ pass. & baggage cars,	
“ “ “ freight cars,	
Loss and damage of goods,	} 508 49
Loss and damage of baggage,	
Damages to property, including fire and animals killed on road,	
Incidental expenses,	1,501 98
Number of agents, 18 station ag'ts & 2 ag'ts at Charlestown	
Number of clerks, 3 at office at Fitchburg	
Clearing snow,	1,587 08

Porters and watchmen, }	2,674 17
Switchmen, }	
Water station expense,	487 01
Conductors and baggagemen, }	included in freight and passenger de- partment expenses.
Brakemen, }	
Enginemen and firemen, }	
For salaries of trustees, president, directors, secretaries, treasurer and superintendent,	5,400 00
For printing, stationery, and advertising,	238 45
For law expenses,	538 42
Other expenses in detail, as follows :	
Expenses of passenger department,	11,163 82
“ freight “	12,222 20
Rent to Connecticut River Railroad Co.,	1,500 00
Total,	<u>\$48,182 67</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$31,742 71
Repairs of machinery,	20,322 90
Operating,	48,182 67
Total,	<u>\$100,248 28</u>

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$52,978 89
From freight,	92,002 85
From other sources, viz :	
Expresses,	3,952 92
Mails,	6,000 00
Rents,	42,296 38

Miscellaneous,	1,645 99
Tolls,	770 00
Total,	<u>\$199,647 03</u>

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,	}	\$100,248 28
For freight business,		
For other business,		
For interest on funded debt,	}	Elsewhere expressed
For interest on floating debt,		
For dividends,		
For carried to surplus fund,		
For amount of surplus fund,		

VALUE OF MATERIALS ON HAND.

Wood, 3,444 cords, \$2 30,	\$7,921 20
Oil, 250 gallons, 80c,	200 00
Waste, 1,000 pounds, 13c,	130 00
Iron rails, old, 200 tons, \$25,	5,000 00
Chairs, 14346 pounds, 2c,	286 92
Spikes, 2550 pounds, 3 1-4c,	82 87
Ties, number of, 5000, 22c,	1,100 00
Iron and other metals, unwrought,	} 7,000 00
Iron and other metals, worked and partly worked,	
Lumber,	

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1862.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	5,108 75	7,325 79	5,648 30	5,362 19	4 258 80	3,282 89
Way passengers,						
Through freight,	7,322 20	5,559 34	6,698 25	7,973 56	7,305 81	7,944 33
Way freight,						
Express,	329 41	329 41	329 41	329 41	329 41	329 41
Transport of mails,	500 00	500 00	500 00	500 00	500 00	500 90
Use of engines,						
Use of cars,						
Rent,	3,605 00	3,265 00	3,745 37	3,596 50	3,256 00	3,686 67
Other earnings specified in detail as follows :						
Tolls,	56 00	65 00	63 00	79 00	132 09	69 00
Miscellaneous,	80 06	72 22	73 55	40 98	204 97	31 20
Total,	17,001 42	17,116 76	17,057 88	17,881 64	15,986 99	15,843 50

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	2.825 83	2.804 00	3.782 03	4.070 75	53.02 93	4.206 63
Way passengers,						
Through freight,	6.111 98	6.428 74	7.942 30	8.915 20	10.268 14	9.533 00
Way freight,						
Express,	329 41	329 41	329 41	329 41	329 41	329 41
Transport of mails,	500 00	500 00	500 00	500 00	500 00	500 00
Use of engines,						
Use of cars,						
Rent,	3.704 33	3.267 50	3.666 67	3.576 67	3.250 00	3.676 67
Other earnings specified in detail as follows :						
Tolls,	46 00	46 00	48 00	47 00	62 00	57 00
Miscellaneous,	139 35	170 28	234 55	192 11	140 79	265 93
Total,	13.656 90	13.545 93	16.502 96	17.631 14	18.853 27	18.568 64

TABLE I.

ACCIDENTS.

No accident, by which any person was injured, has occurred during the past year.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION AS PER JUNE
1862 ROLL.

3 Conductors of passenger trains,	\$45 00 to 50 00 per month
1 Conductor of freight trains,	45 00 per month
Conductors of wood and gravel trains,	None
1 Master mechanic,	62 50 per month
Road masters,	None
30 Men in repair shops,	90 to 1 00 per day
3 Engine men of passenger trains,	54 00 to 60 00 per month
3 Engine men of freight trains,	50 00 to 60 00 per month
6 Firemen,	27 00 to 30 00 per month
2 Baggage-men,	35 00 per month
3 Switchmen,	18 00 to 31 50 per month
5 Section men, (foremen)	1 50 per day
47 Section hands,	90 per day
4 Watchmen,	
18 Station agents,	33 00 to 50 00 per month

1 Clerk connected with passenger business,	35 00 per month
1 Clerk connected with freight business,	70 00 per month
Superintendents of bridges, } Wood ag'ts and roadmasters, }	1 person, 100 00 per month
2 freight agents,	5 00 to 35 00
1 flagman,	90c per day
1 tollman,	15 00 per month
3 bridge carpenters,	1 50 to 1 75 per day
1 porter,	10 00 per month
1 water boy,	5 00 per month
4 laborers,	1 00 per day
3 freight brakemen,	30 00 to 35 00 per month
1 master carpenter,	54 00 per month
Amount of net earnings June 30, 1861,	\$110,397 46
“ “ “ 30, 1862,	99,898 75
Total amount of payments to sinking fund,	60,000 00
Interest on debt,	53,843 17
The company owe in bonds,	990,525 00
There is no floating debt.	
Cash on hand and loaned on call, } June 30th, 1862, }	\$48,287 71

JOHN ROGERS,

Treas'r Vt. & Mass. Railroad Company.

BOSTON, August 8th, 1862.

STATE OF MASSACHUSETTS, } 8th day of Aug. 1862.
SUFFOLK COUNTY, ss. }

I, John Rogers, treasurer of the Vermont & Massachusetts railroad company, do solomently swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees, or lessees, on the 30th day of June, 1862.

JOHN ROGERS, *Treasurer.*

Sworn before me,

HENRY C. HUTCHINS, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

Directors.

ROBERT HALE,	}	<i>Directors.</i>
JOHN J. SWIFT,		
FRANCIS B. FAY,		
LARKIN G. MEAD,		
WM. B. WASHBURN,		

ROBERT HALE, *President.*

JOHN ROGERS, *Treasurer.*

O. T. RUGGLES, *Superintendent.*

B. D. LOCKE, *Clerk.*

SALARIES.

3 Trustees,	each \$100 per annum
President,	1,500 "
Superintendent,	1,500 "
Treasurer and Clerk,	1,500 "

ROBERT HALE,	}	<i>Directors of Vt. & Mass. Railroad.</i>
JOHN J. SWIFT,		
F. B. FAY,		
WM. B. WASHBUNN,		
L. G. MEAD,		

STATE OF MASSACHUSETTS, }
 SUFFOLK COUNTY, ss. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,	ROBERT HALE,	} <i>Directors of</i> <i>Vt. & Mass.</i> <i>Railroad.</i>
	JOHN J. SWIFT,	
	F. B. FAY,	
	L. G. MEAD,	
	WM. B. WASHBURN,	

Subscribed and affirmed before me this 30th day of August, 1862, by John J. Swift, Robert Hale and F. B. Fay.

WM. B. STEARNS, *Justice of the Peace.*

By Wm. B. Washburn, before me.

RUFUS HOWLAND, *Justice of the Peace.*

STATE OF VERMONT, }
 WINDHAM COUNTY, ss. }

By L. G. Mead, August 14, 1862, before me,

ASA KEYES, *Justice of the Peace.*

ANNUAL REPORT

OF THE WESTERN VERMONT RAILROAD COMPANY, FOR
THE YEAR ENDING JUNE 30, 1862.

TABLE A.

STOCK AND DEBTS.

The Western Vermont railroad is leased and run by the Troy & Boston railroad Co. with its own rolling stock. The lessees are unable to fill the blanks in tables "A" to "D" inclusive.

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	59 miles
“ “ completed,	59 “
“ “ branches,	5 1-2 “
“ “ side tracks,	15,937 feet
Weight of rail per yard,	56 to 60 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging, in feet.
Trestle bridging,.....			430
Truss bridging, 50 feet span and under...	16	1	688
Truss do., from 50 to 100 feet span.....	3	1	180
Truss do., from 100 to 150 feet span.....	7	1	738
Truss do., 150 feet span and over.....	2	1	320
Draw bridges.....			
Total,	28	4	2,356

Number of road crossings at grade,	60
Number of road crossings above and below grade,	60
Number of cross ties per mile,	2,344
Chairs, number per mile,	586
Whole number of switches on main track,	26

BUILDINGS AND FIXTURES.

Passenger houses,	9
Freight houses,	9
Engine houses,	3
Repair shops,	1
Water stations,	6
Dwellings,	1
Wood sheds,	5
Turn tables,	2

EQUIPMENT.

The Western Vermont railroad company own no rolling stock, or personal property.

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	60,836
Miles run by freight trains,	33,696
Miles run by gravel, construction and wood trains,	4,836
Number of tons of through freight,	18,063
Number of tons of way freight,	41,570
Number of tons of way freight carried 1 mile,	2,131,446
Number of tons of through freight moved	
towards market,	12,020
Do do from market,	6,043
Do way freight moved	
towards market,	22,110
Do do from market	19,460
Average rate of speed of ordinary pass- enger trains,	23 46-100 miles per hour
Average rate of speed of express trains,	27 43-100 miles per hour
Average rate of speed of freight trains,	13 miles per hour
Rate of fare charged 1st class through pass- engers, per mile,	3 cts.
Rate of fare charged 1st class way passengers, per mile,	3 "
Average rate of fare charged 2nd class passen- gers, per mile,	None
Rate per ton per mile charged on 1st class through freight,	5 cts.
Rate per ton per mile charged on 2d class through freight,	3 1-2 "
Rate per ton per mile charged on 3d class through freight,	2 3-4 "

Rate per ton per mile charged on 4th class through freight,	1 67-100 "
Rate per ton per mile charged on 1st class way freight,	5 9-10 "
Rate per ton per mile charged on 2d class way freight,	5 "
Rate per ton per mile charged on 3d class way freight,	None
Rate per ton per mile charged on 4th class way freight,	"
*Total number of passengers carried one mile,	
Total number tons of freight carried one mile,	3,215,226
Number of tons of through freight carried 1 mile,	1,083,780

*In consequence of the great fire in this city, in May, 1862, by which all of our papers and books relating to passengers carried on this road were destroyed, we are entirely unable to furnish any figures relative to the separate passenger business of the Western Vermont Railroad distinct from that of the other three roads, operated by the Troy and Boston Railroad Company.

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1862:

Ord'y repairs of road bed and superstructure,	\$18,335 45
Cost of new rails used in repairs,	5,545 76
Number and weight of chairs, } *	
Weight of spikes, }	
Cost of repairs of rails,	1,027 00
Number of cross ties used for renewals, 1,400, }	
Cost of same, }	4,200 00
Cost of relaying rails and ties,	included in repairs above

*In consequence of loss of books and papers, by fire, cannot give these two items.

Repairs of bridges,	1,859 29
“ stations,	
“ fences,	63 62
“ masonry,	
Total,	<hr/> \$31,031 12

COST OF REPAIRS OF MACHINERY.

The Western Vermont Railroad own no rolling stock or personal property.

TABLE G.

COST OF OPERATING THE ROAD,

For the year ending June 30, 1862:

Wood, including cost of preparing the same,	\$8,352 00
No. cords wood used by locomotives,	2,570
“ tons of coal “ “	
No. cords wood used at stations,	100
“ tons of coal “ “	
Number of cords lost by fire,	60
Number of gallons of oil,	1,014 1-2
Number of pounds of waste,	1,724
Cost of oil and waste for engines and tenders,	} 1,230 00
“ “ “ pass. & baggage cars,	
“ “ “ freight cars,	
Damages to property, including fire and animals killed on road,	110 00
Number of agents and clerks, 13—wages of same,	3,912 31

Porters and watchmen,	}	
Switchmen,		
Wood and water station attendance,		
Conductors and baggagemen,		
Brakemen,	}	3,571 50
Enginemen and firemen,		4,326 00
For printing, stationery, and office expenses,		285 22
Total,		<u>\$21,781 03</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$31,031 12
Operating,	21,781 03
Proportion of expenses due to pas- senger business,	31,687 29
Proportion of expenses due to freight business,	21,124 86
Total,	<u>\$52,812 15</u>

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers, *	
From freight,	\$47,001 81
From other sources, viz :	
Expresses,	1,200 00
Mails,	5,450 00
Rents,	200 00

Payments other than for Construction.

For transportation expenses, viz :	
For passenger business,	\$31,687 29
For freight business,	21,124 86
Rents,	36,000 00

VALUE OF MATERIALS ON HAND. †

*See table "E."

†See table "F."

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1862.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,*						
Way passengers,	912 13	760 11	967 14	1,258 89	2,870 16	3,778 27
Through freight,	1,918 26	2,341 54	2,202 43	3,306 07	2,560 58	1,770 05
Way freight,	100 00	100 00	100 00	100 00	100 00	100 00
Express,	454 16	454 16	454 16	454 16	454 16	454 16
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,	16 66	16 66	16 66	16 66	16 66	16 66
Other earnings specified in detail as follows :						
Total,						

* See table E.

DETAILS OF EARNINGS, CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers, Way passengers, Through freight, Way freight, Express, Transport of mails, Use of engines, Use of cars, Rent, Other earnings specified in detail as follows :	1,950 32 1,035 74 100 00 454 16 16 66	2,003 44 607 76 100 00 454 16 16 66	2,257 52 1,086 20 100 00 454 16 16 66	1,930 44 2,624 20 100 00 454 16 16 66	1,630 18 3,273 74 100 00 454 16 16 66	1,149 74 2,806 90 100 00 454 16 16 66
Total,						

TABLE I.

ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains blown from track.....	1		1	4
Struck by bridge, while on top of freight car				
Run over while walking on track....				
Fell from train.....			1	
Injured at road crossing.....				
Total.....	1		2	4

Total number of persons killed, 3

Total number of persons injured but not killed, 4

January 14, 1862, while moving the first regiment Vermont cavalry from Rutland to Troy, one of the recruits who was intoxicated climbed to the top of one of the passenger cars, unbeknown to any of the train men, fell off, and was soon after found on the track dead, near, Sunderland.

January 25, 1862, first up passenger train leaving Troy 7.15 a. m. was blown from track on an embankment about two miles south of Shaftsbury, rolling both passenger and baggage cars, down the embankment, breaking them to pieces, instantly killing Rev. Dr. H. Dwight of Constantinople, injuring John F. Robinson, the road master of this company, so that he died in about four hours, slightly injuring four other persons. The track where the accident happened was in perfect order and on a straight line. An inquest was held on the body of Dr. Dwight, and the fact that the train was blown from the track fully substantiated.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

2 Conductors of passenger trains,	\$40 00 each per month
1 Conductor of freight trains,	40 00 per month
Conductors of wood and gravel trains,	None
Master mechanics,	None
1 Road master and wood agent,	\$900 00 per annum
2 Men in repair shops,	1 25 per day, average
2 Engine men of passenger trains,	60 00 each per month
1 Engine man of freight trains,	60 00 each per month
Enginemen of wood and gravel trains,	None
3 Firemen,	26 00 per month
2 Baggage men,	30 00 per month
2 Switchmen,	26 00 per month
10 Section men, (foremen)	1 25 per day
60 Section hands,	75 per day
3 Watchmen,	1 00 per day
13 Station agents,	25 08 per month, average
13 Clerks connected with passenger and freight business,	25 08 per month, average
1 Superintendent of bridges, salary	50 00 per month

The fiscal year of the Troy and Boston Railroad Company ends September 30th. Their books are kept in conformity with the requirements of the laws of the state of New York. Those of Vermont, closing 30th June and containing different tables and data, renders it nearly impossible to fully comply with the demands of the Railroad Commissioner of that state.

STATE OF NEW YORK, {
RENSSELLAER COUNTY, SS. }

Daniel Robinson and Isaac V. Baker depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by them are true and correct according to the best of their knowledge, information and belief.

Signed,

DAN'L ROBINSON,
ISAAC V. BAKER.

Subscribed and sworn to before me this 16th day of September, 1862.

A. S. PERRY,

Com. of Deeds, Troy.

POSTSCRIPT.

The Commissioner is not advised of any instance wherein any railroad company, within this state, has within the past year exceeded its legal powers, or in any way incurred a forfeiture of its franchise.

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